

# AMERICAN RAILROAD JOURNAL.

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## American Railroad Journal.

New York, Saturday, December 26, 1874.

### Miller's Platforms, Buffers and Couplers.

WONDERFUL SUCCESS OF A MOST VALUABLE INVENTION.

In the United States and Canadas there are 697 Railroads; and of this number 587 are now using the above Improvements, leaving only 110—mostly small roads having only from 2 to 5 cars—still using the old style of platform and coupler. On these 587 roads there has been no case of telescoping of cars, no lives lost or injuries sustained in coupling cars, nor has any person or persons fallen between the platforms since the cars were changed. The violent side swaying of cars when running at a speed of 20 miles or more per hour, is prevented on these roads by the above Improvements, and consequently the breaking of rails under passenger trains has also ceased on said roads. On each and every one of these roads, it is admitted by the Managers that these Improvements have made an annual saving equal to their cost, and that cars are not as safe without as with them.

A trial of seven years on the great trunk lines has established the truth of the above, and proved the accuracy of the inventor's predictions as made

public in a printed circular published six years ago, and noticed in these columns. In that circular the statement was also made that the Improvements were *perfect* at that date, which time and use have proved to be true. There has been no change made in them since their first introduction, not even the slightest. The hook-head was modified from the first model filed with the first application in the patent office, so as to admit of the old style lick and pin coupling, which was required in introducing the Improvements, but when the old system is entirely done away with, hooks may be made in the original form and of cast iron, reducing their cost below that of the link and pin draw head and coupling. That this time will come, ere long, is beyond question, as the annual increase of roads using the Improvements plainly shows, and their value as a means of economy and safety is daily becoming better known to Railroad Managers. This is a conclusion to which foreign Railway Managers readily arrive when inspecting the American system of Railroads, and as a natural consequence the Improvements are now being placed upon several roads in Great Britain, Germany, Russia, South America and every country to which the products of American Mechanism are called.

The above facts were obtained by our reporter from Col. Miller's office records and statistics through the kindness of his clerks—the Col. being out of town.

With the foregoing statement before us a slight indulgence in figures will be excused by our readers. Taking it for granted that an average of five persons were killed on each road in coupling cars or in the various dangers arising from low platforms and slack couplings, on the 587 roads now using the Improvements, and we have 2,935 as the number of human lives annually saved by the use of these Improvements.

Then, again, if ten persons are more or less maimed each year by the same causes, we have the round sum of 5,870 saved from injuries. If each person killed by accident costs the Railroad Company \$5000 (the limit by statute) the aggregate saving in this particular is \$14,675,000 annually; quite a little item and of some comfort to the Accident Insurance Companies for whom there

could be added a large figure (more than half a million) saved by prevention of lesser injuries. Finally the case is summed up as follows: Under this system of making up and running trains—

Telescoping is impossible;

Oscillation is prevented, and consequently broken rail accidents do not occur;

In coupling cars, no lives are lost or injuries sustained;

Falling between or under the cars is utterly impossible; and, in brief, no Railroad Company can afford to run trains without them. Under the old system 20 miles per hour is the maximum of *safe speed*; Under the new 60, and more miles may be run per hour with greater safety as the Compression Buffers keep the train steady under the most rapid motion. Then why may not trains equipped with these Improvements be safely run from New York to Chicago in 18 hours including stops? and from New York to San Francisco inside of 4 days including stops? What say you, managers of the "big lines?" Shall we carry the Great Mail from New York to Chicago inside of 24 hours next season? Echo answers—"We expect to do it!!"

### Carolina Central Railroad.

This road was completed on the 15th inst., the last rail having been laid and the last spike driven on that day. The first train from Charlotte reached Wilmington on the 15th inst., and on the 19th an official excursion to Wilmington from Charlotte took place. Trains are now running regularly between Charlotte and Wilmington, a distance of 188 miles. The Charlotte Democrat says:

To the great energy and perseverance of Messrs. Edward Matthews and Watson Matthews, of New York, and President Roberts and Superintendents Fremont and Johnson, and Col. Ames, the contractor, are our people indebted for the completion of this road. Mr. Edward Matthews, by hard work and surmounting many difficulties, has furnished most of the money to finish the work, and certainly deserves credit for the enterprise displayed in the matter.

The Carolina Central Railroad Company is a reorganization of the Wilmington, Charlotte and Rutherford Railroad Company, the property and franchises of the latter company having been sold in 1873 under foreclosure of the first mortgage and purchased by some of the bondholders who organized under the above title. The work of

building the road from the Pedee River to Charlotte, a distance of fifty miles, was then commenced, and, as stated above, has just been finished. The road is completed west from Charlotte to Cherryville, a distance of about 48 miles, and will, at some future time be extended to the Tennessee River. S. L. Fremont, Esq., is Chief Engineer.

#### New York, Providence and Boston Railroad.

The business of this company for the years ending August 31, 1873 and 1874, has been as follows:

Receipts:	1873.	1874.
From passengers.....	\$480,696 17	\$457,936 24
" freight.....	355,077 40	369,168 92
" mail service.....	7,968 76	9,243 75
" rents, etc.....	1,886 48	18,955 01
" dividend Stonington Steamboat Co.	82,984 00	82,984 00
Interest account.....	5,018 49	14,071 94
	<b>\$933,631 30</b>	<b>\$947,359 80</b>
Expenditures:		
Repairs of road.....	\$185,102 15	\$126,920 81
" engines.....	27,298 46	21,088 86
" cars.....	49,097 04	42,471 33
" bridges.....	12,409 17	19,696 09
" depots.....	14,440 14	5,500 69
Ferry.....	27,952 77	21,905 42
General expenses.....	25,273 10	25,533 37
Salaries.....	15,410 08	15,460 08
Services.....	141,676 62	152,761 26
Fuel.....	64,921 76	93,631 16
Insurance.....	3,410 45	4,263 01
Taxes.....	22,245 19	23,987 13
Fire damage.....	.....	114 77
Gas.....	1,979 38	.....
Oil and waste.....	9,100 04	10,394 30
	<b>\$550,311 35</b>	<b>\$563,723 28</b>
Net earnings.....	<b>\$283,319 95</b>	<b>\$383,636 58</b>
From which deduct—		
Dividends paid.....	\$231,090 00	
Interest on 6 pr. ct. bonds	4,560 00	
Interest on Extension road bonds.....	15,000 00	
Interest on Improvement bonds.....	7,000 00	
Interest on 7 pr. ct. bonds issued 1869.....	56,140 00	
		<b>313,790 00</b>
Surplus.....		<b>\$69,846 58</b>

Compared with the previous year the receipts of 1874 show an increase of \$13,728 56, with an increase in expenditures of \$13,411 93, making an increase in net receipts of \$316 63. The president in his report says:

Notwithstanding the depressed state of business generally, since the panic of September last, the receipts are about \$14,000 in excess of the previous year, the net earnings also being slightly increased.

The old track has received the usual repairs; 27,000 new ties, 500 tons new rails, have been laid; and over 5,000 old rails repaired at company's shop and relaid.

Number of miles run by regular passenger and freight trains, 471,415; construction trains, 15,015; total miles, 486,430; at a cost for fuel of 14 cents per mile.

The second track has been completed from Kingston to Stonington, and on July 1st trains commenced running over it for the entire distance of 50 miles between the latter place and Providence, adding very materially to the regularity of our trains, and to the capacity of the road for both passenger and freighting business.

This has involved the rebuilding of 8 bridges where the road crosses the Pawcatuck River between Kingston and Westerly, the original bridges having been built for a single track only. In ad-

dition to this expensive work, 8 highway and 4 single truss bridges have been built, and 3 more highway bridges extensively repaired. With the exception of the one at Apponaug, which will require two new trusses, almost every bridge for the entire length of the road had been rebuilt during the past two years.

In every case the cost of the work, when done to accommodate the old track, has been charged to repairs; but when done for the second track, it has been charged to construction account.

The completion of the second track has also made necessary, in some cases, the removal to another point, or rebuilding, of the station houses and platforms, all of which have been completed except at Kingston. At this point, owing to the difficulty of procuring the necessary land in the neighborhood of the old station, authority was obtained from the General Assembly to move the depot about three quarters of a mile farther south, where several acres of land have been conveyed to the company at a nominal cost. The necessary roads leading to the station have been laid out by the proper authorities, and on the completion of the new station houses, (to be immediately commenced,) it is believed a village will rapidly spring up, thus adding largely to the business of the road, and to the interests of the community generally.

The policy of running short local trains out of Providence, inaugurated two years since, has been continued, and the number of trains increased the past year. We believe, that when the public are fully convinced that they can rely on having frequent and cheap communication, the country adjoining the road, within a reasonable distance, will be rapidly filled up by a class of people doing business in the city; and within a very few years, the receipts from this daily travel will probably form a large and constantly increasing source of revenue.

Application having been made by the Warwick Railroad Company for permission to make a connection with our track at "Auburn Station," such permission has been granted, and an arrangement entered into by which, on completion of said road, this company will stock and run it for one year, at actual cost, including wear and tear, any deficiency in receipts to be made good by said Warwick Railroad Company.

The Wood River Branch Railroad, in which, as you were informed last year, this company has an interest, was put in operation about 1st July. We are informed that the business has fully equaled the expectations of its projectors, and that the prospects for the future are encouraging.

The value of fuel and materials is \$110,648, being \$31,737 in excess of previous year.

The increase of capital stock, of which 20 per cent was called in just before the close of the last fiscal year, was completed in October, excepting 720 shares, which were disposed of by public auction, in April, at 125, and the premium obtained, amounting to \$18,000, was divided pro rata among the parties entitled thereto.

The company holds \$173,000 of the seven per cent bonds of the issue of 1869. \$76,000 will be held to retire the six per cent bonds due in 1878, and the balance will be available for future improvements.

The number of passengers carried over the road the past two years is as follows:

	1873.	1874.
Through passengers.....	173,044	166,374
Local.....	377,315	371,644
Commuters.....	106,192	99,742
	<b>656,551</b>	<b>637,760</b>

The amount of freight transported over the road the past two years is as follows:

	1873.	1874.
	Tons.	Tons.
Through freight.....	188,065	189,950
Local.....	59,689	64,160
	<b>247,754</b>	<b>254,110</b>

Capital stock.....	\$2,500,000 00
Six per cent bonds due 1878.....	76,000 00
Seven per cent bonds due 1899—	
Sold to cover interest in Steamboat Co.....	\$425,000
Sold on account of construction.....	234,000
Issued in exchange for 6 per cent bonds.....	118,000
Sold this last year on acct construction.....	50,000
	<b>827,000 00</b>
Seven per cent improvement bonds.....	100,000 00
Extension Road Bonds—	
Six per ct. bonds due 1878.....	\$200,000
" " " " 1881.....	50,000
	<b>250,000 00</b>

Total stock and bonds.....	<b>\$3,753,000 00</b>
Construction Account.	
New engine, Rhode Island.....	\$9,881 50
" on account J. L. Prouty.....	370 30
Second track.....	288,439 00
Real estate.....	187 00
New cars.....	11,251 20
Greenwich improvement.....	72 43
Stony Lane bridge.....	5,058 48
Broad street.....	12,089 46
Austin's.....	5,930 82
Auburn Depot.....	1,812 16
	<b>\$335,092 35</b>
Expenses Extraordinary.	
Richmond switch accident.....	\$1,410 77

#### GENERAL BALANCE SHEET.

Balance cash assets from last annual report.....	\$29,066 07
Receipts.....	947,359 86
Bonds sold on account construction.....	50,000 00
Stockholders for new stock.....	452,140 00
Premium received on new stock.....	2,189 50
	<b>\$1,480,705 43</b>
Expenses.....	\$563,723 28
Dividends.....	231,090 00
Interest.....	82,700 00
Extra expenses.....	1,410 77
Construction account.....	335,092 35
Bonds of 1873, due and paid.....	7,000 00
Wood River Branch Railroad stock.....	20,000 00
Balance Cash Assets carried to New Account—	
Cash in Stonington.....	\$26,610 31
Due from Connecting Roads.....	32,000 00
Due from Stonington Steamboat Co.....	161,194 98
Due from Post Office Department.....	3,462 38
Due from M. Morgan's Sons.....	16,421 36
	<b>239,689 03</b>
	<b>\$1,480,705 43</b>

President.—SAMUEL D. BABCOCK.

Vice President.—D. S. BABCOCK.

Directors.—Samuel D. Babcock, Henry Morgan, William F. Cary, Jr., J. Boorman Johnston, D. S. Babcock, Geo. M. Miller, New York City; Henry Howard, Coventry, R. I.; Charles H. Salesbury, Providence, R. I.; Nathan F. Dixon, Westerly, R. I.; John A. Burnham, Boston, Mass.; A. S. Matthews, Stonington, Conn.

Superintendent.—A. S. MATTHEWS.

Assistant Sup't.—J. B. GARDINER.

Treasurer.—HENRY MORGAN.

Secretary.—F. B. NOYES.

The Montclair Railroad has been sold under foreclosure of the second mortgage bond of \$780,000, for \$3,000, and bought by Abram S. Hewitt, trustee, for the account of the bondholders.



**New Corporations.**

Certificates of incorporation of the following companies have been filed with the Secretary of State of Ohio:

The Springfield, Jackson and Pomeroy (Narrow Gauge) Railroad Company, with a capital stock of \$2,000,000. Route, from Springfield through Clarke, Madison, Fayette, Highland, Ross, Pike, Jackson, Vinton and Meigs counties to Pomeroy—passing through the towns of South Charleston, Jeffersonville, Washington C. H., Greenfield, Bainbridge, Waverly and Jackson C. H. The corporators are George H. Frye, J. H. Thomas, J. T. Warder, A. P. Gatch, George W. Jones, James Pursell, Madison Pavey, William W. Bell, George I. Rucker, R. R. Seymour, Elijah C. Rockhold, James Emmitt, W. S. Jones, John C. H. Cobb, Horace L. Chapman, John L. Long and Henry F. Austin.

The Van Wert, Paulding and Michigan Railroad Company, with a capital stock of \$50,000. Route, from Paulding to and intersecting with the Toledo, Wabash and Western Railroad. The corporators are Alonzo H. Selden, V. V. Pursel, David C. Carey, J. P. Gassen and Warren Baldwin.

The Scovill Avenue Railroad Company, of Cleveland, Ohio, with a capital stock of \$150,000. The corporators are Horace Wilkins, J. H. Hardy, John Coon, John Wilkins and Henry Wilkins.

The Butte Silver Mining Company of Big and Little Cottonwood Districts, Utah, with a capital stock of \$300,000, in shares of \$100 each. Principal office in Marietta, Ohio. The corporators are John C. Paxton, Daniel F. Sayre, A. B. Waters, W. L. Robertson and J. R. Waters.

The Occidental and Orient Steamship Company, of San Francisco, has been incorporated. The directors are Leland Standford, Charles Crocker, David D. Colton, Lloyd Tevis and Mark Hopkins. The capital is \$10,000,000 in 100,000 shares of \$100 each.

Articles of incorporation have been filed in the office of the Secretary of State of Minnesota, of the "Taylor's Falls Copper Mining Company."

The books for the Miami Valley Narrow gauge Railroad were recently opened at Lebanon, Ohio, and in one hour's time \$26,000 were subscribed.

**Boston and Northwestern Railroad.**

Upon inquiry, we learn that the subscriptions to the stock of the Boston and Northwestern Railroad are tolerably well advanced toward the sum necessary to secure a charter from the harbor line in South Boston into the town at Weston, at the point selected for a convenient junction with the Fitchburg and Massachusetts Central Railroads.

While the subscriptions have been going on the surveys have been pushed with the utmost vigor, and both the construction of the line and the grades appear more fit and ready than they did at the beginning. Seven tenths of the line will be absolutely straight. The curves upon the remainder are none of them sharp. Five-tenths of the way is upon a perfectly level grade; thirty-five per cent of the remainder is upon an up grade of 26 4-10 feet to the mile going West. The 15 per cent is upon a grade nowhere exceeding 40 feet to the mile going West. This grade of 40 feet is 13 feet better and easier than the promoters originally expected. There is no up grade coming East, the way in which the heavy traffic mostly comes, exceeding 26 1/2 feet to the mile.

It has been alleged, in opposition to this railroad, that it crosses many of the main lines of railroad with which it was intended to form a junction at grade. This is not so. There is no grade crossing on any railroad on the way, and

there will be but three highways which it will be proposed to cross at grade, each of which is of small importance and none within the limits of the city of Boston.—*Boston Journal*.

**Central Railroad of New Jersey.**

The Central Railroad Company of New Jersey, wishing to establish a fund from which to draw from time to time, as the necessities of the company may require, have executed a consolidated mortgage on all their railroads, whether main line or branches, terminal stations, station houses, shops, equipment of all sorts and all the appurtenances of the railway, to secure bonds amounting in the whole to not over \$25,000,000. Of these bonds a sufficient amount will be reserved to exchange or pay at maturity the existing \$5,000,000 first mortgage bonds, the \$600,000 Newark branch bonds assumed by this Company, the \$175,000 bonds outstanding of the issue due 1875, and also so many of the \$5,000,000 convertible bonds as may not be converted into stock when that privilege comes into operation in 1875. The remainder of the bonds will be created from time to time as required.

The proceeds of the loan are required for the following purposes:—

Payments for coal interests, now appearing as part of indebtedness.....	\$1,000,000
Steel rails to complete relaying the main tracks.....	750,000
New shops.....	500,000
Coal wharves and new dumping facilities at Port Johnston.....	400,000
Advances for new branches, second track, etc., on Lehigh and Susquehanna division.....	500,000
Improvements on Central road, new station houses, new tracks, filling Bay bridge.....	250,000
Bulkheads, filling, etc., at Communipaw, including settlement of riparian rights with State of New Jersey....	600,000
Additional equipment.....	500,000

Total ..... \$4,500,000

The new security is called "Central Railroad of New Jersey First Consolidated Bonds." They are coupon bonds of \$1,000 each, dated September 1, 1874, due July 1, 1899. Interest seven per cent, quarterly, January, April, July and October. Trustee—The New York Guaranty and Indemnity Company. Five million of these bonds, Nos. 1 to 5,000, have been placed on the list of the New York Stock Exchange. The length of road owned and operated by the Company is as follows:

	Miles.
Main line, double track, 74 miles.....	146.80
Main line, three and four tracks & sidings.....	86.21
Newark branch, double track.....	11.20
Perth Amboy branch, single track.....	17.61
Other branches, sidings, etc.....	5.18

Total single track..... 267.00

**Leased roads:**

Lehigh and Susquehanna Railroad.....	122
Lehigh and Susquehanna branches.....	53
South Branch Railroad.....	15

Total ..... 190

The balance sheet of the company states the capital stock at \$20,000,000; bonded and other debts, \$16,014,456; undivided profits, \$671,510; total, \$36,687,256. This is represented by 267 miles of single track road, valued at \$12,304,616; station houses, shops, etc., \$3,284,386; ferry boats, \$524,046; equipment, \$8,094,580; Wilkesbarre coal stock, \$4,958,169; other property and bills

receivable, \$7,526,457. The gross earnings in 1873 were \$8,881,866, the expenses \$4,215,584, and the net earnings \$4,665,782.

**Finances of Alabama.**

The following act has been approved by the Governor:

SECTION 1. Be it enacted by the General Assembly of Alabama, that the Governor of this State be, and he is hereby authorized, by and with the advice and consent of the Senate, to appoint two citizens of this State who shall constitute a Board of Commissioners, who shall hold their office for the term of two years from the date of their appointment, unless the duties hereby confided shall be sooner performed. The Governor of the State shall, ex-officio, also be a member of said Board of Commissioners.

SEC. 2. Be it further enacted, that it shall be the duty of said Commissioners, and they are hereby authorized and empowered to take charge and ascertain, liquidate, and adjust, the subsisting legal liabilities of the State of Alabama on the bonds issued, and the bonds indorsed by the State of Alabama, and the coupons on the same, in such manner as the interests of the State may require, and by negotiation to provide for the payment of such amount of the said several legal liabilities, as may be arranged for under the powers hereby conferred, and the interest that may be agreed to be paid upon the principal so negotiated, in such a manner and at such times as to them may seem advisable, and for this purpose said Commissioners shall, by advertisement or otherwise, at as early a day as practicable, require the presentation of all claims of the character aforesaid to them, with the amount claimed, and may inquire into the consideration alleged to have been paid or given to the State therefor, or that is alleged in support of the liability claimed against the State; provided, however, that no adjustment of said alleged liabilities or any part thereof, or an arrangement for the payment of any sum in discharge thereof, shall be binding on the State unless and until approved and ratified by the General Assembly thereof.

SEC. 3. Be it further enacted that said Commissioners be and they are hereby required to report their action in the premises to the Governor, who shall at each session of the General Assembly during the continuance of said commission, communicate the same or so much thereof as may not be incompatible with the public interest to the General Assembly of the State of Alabama.

The Governor has appointed L. W. Lawler, of Talladega, and T. B. Bethea, of Montgomery, as Commissioners. They are men of great financial ability.

**Richmond and Danville Railroad.**

At the annual meeting of the stockholders of this company held in Richmond on the 16th inst., Col. A. S. Buford was re-elected president, with Messrs. A. Y. Stokes, W. T. Sutherland, W. L. Owen, Strickland Kneass and H. Haupt directors. The two latter are of Pennsylvania.

The Report of the President, which was presented, shows that the gross earnings of the road for the year (including the Piedmont railroad,) were \$925,798 99; total expenses of operation for the year, \$597,682 70; surplus of earnings over expenses, \$328,116 29. Ratio of expenses, 64.55 per cent. Compared with last year the earnings are \$31,330 43 less; the expenses \$87,922 76 more.

Under authority heretofore given the company is about to sell to the Pennsylvania Company \$1,600,000 of its bonds at a price that realizes 80 per cent. on the par value. This arrangement, it is asserted, will enable the company to satisfy nearly the whole of its indebtedness on bills payable. This is part of the \$6,000,000 six per cent. gold bonds heretofore authorized.

**Erie Railway and its Connections.**

CAPTAIN TYLER'S REPORT.

(Continued from page 1603.)

The population of St. Louis is upwards of 400,000, and it is the great commercial city of the southwest. It owed its importance originally to the transfer at it of cargoes of steamers passing between the Upper and the Lower Mississippi; and afterwards to the radiation of railways from it towards the north, south, east, and west. Next to Chicago and Cincinnati it is the third city of importance as regards packed meats and pork curing; and it is the principal city for the manufacture of flour in the west. In consequence of friendly relations between the Atlantic and Great Western and the Ohio and Mississippi railroads, the former Company obtains as much traffic from St. Louis as from Cincinnati. The Ohio and Mississippi Railway Company changed their gauge from 6ft. to 4ft. 8in. four years ago for a length of 340 miles between St. Louis and Cincinnati; and since that time the break of gauge at Cincinnati has to some extent operated against the increase of traffic by that route, a larger proportion of traffic having passed since that time over the Baltimore and Ohio railroads. Negotiations are, however, in progress with a view, until a change of gauge can be effected on the Atlantic and Great Western railroad, of changing the trucks of the cars at Cincinnati, so as to run the cars through between St. Louis and New York, and perhaps other places.

**WAY AND WORKS.**

The right of way of the Atlantic and Great Western railroad is commonly 60ft. wide in the State of New York, the same in Pennsylvania, and 100ft. in Ohio, varying where greater width was occasionally required for heavy embankments or cuttings, or where the cost of land was excessive.

**PERMANENT WAY.**

The track is laid with rails of a flat footed section, varying from 56 to 68 lbs. to the lineal yard. Rather more than 100 miles are laid with steel rails, 32 miles with steel topped rails, and 36 miles with 56lb. English iron rails, 100 miles with 60lb. American iron rails, and the remainder with 68lb. American rails, making in all 550 miles on the main line and Mahoning divisions. The Shenango and Allegheny branch is laid for 33 miles with 56lb. rails, and the Pithole Valley, and the Silver Creek branches with 56 lb. rails. Between Salamanca and Dayton, 350 out of the 389 miles of rails are fished at the joints, whilst the remaining 39 miles have wrought iron lip chairs at the joints. All these rails are fastened on the usual American plan, by wrought iron spikes to the ties or sleepers. The estimates for the year 1874 for the track department, amounting to \$1,724,230, comprise \$250,425 for 7,155 tons of iron rails re-rolled and laid, and \$903,500 for 9,035 tons of new steel rails. It is not desirable that any but steel rails should in future be employed in the 1st and 2nd and Mahoning divisions, on which there are running respectively 3,500,000, tons, 4,000,000 tons, and 4,000,000 tons of gross traffic annually; though iron rails may, if they can be obtained of good quality, be considered sufficient with the present traffic on the 3rd and 4th divisions, on which there are respectively 3,000,000 and 2,500,000 tons of gross traffic annually. There are already 32 miles in the 1st division, 28½ in the 2nd division, 18 on the Franklin branch, 28 on the Mahoning division, making a total of 101½ miles of steel rails. To maintain the track in good repair, it is desirable to provide further for 20 miles of steel rails for the 1st division, 10 miles for the 2nd division, and 20 miles for the Mahoning division; and 20 miles of iron rails should be provided for the other divisions. In order to lay the divisions above referred to entirely in steel, 20,000 tons would be required; but this work might be spread over three or four years, according to the severity of the winters and the increase of the traffic, these being the most important elements for consideration in regard to the renewal of rails.

**SHARON BRANCH.**

Of all the branches or improvements for the

Atlantic and Great Western Railroad Company, none is perhaps more important to its interests, and none requires more speedy attention, than the branch to connect the main line, from a point 2 9-10ths miles west of Shenango, through the thriving town of Sharpesburg, with the Mahoning division at Sharon, Pennsylvania, a distance of rather more than 13 miles. By building this link, 12 blast furnaces and two rolling mills, besides a vast coal field (new), would be reached, opening a traffic from Cleveland estimated by Mr. Ferris (superintendent of the Mahoning division) at 100,000 tons of ore, or 10,000 car loads per annum, besides the production of these works and mines, and other supplies, with extensive passenger traffic, much of which would pass over the Atlantic and Great Western and Erie roads.

**PETROLEUM.**

The following statistics in regard to the district have been kindly forwarded to me by Mr. McKelvy:

Statistics of the Pennsylvania District, Compiled July 10, 1874, for Captain H. W. Tyler.

Year.	Total Annual Production in Barrels.	Average Price per barrel at the Wells.
1859 .....	82,000	....
1860 .....	500,000	....
1861 .....	2,113,600	\$2 79
1862 .....	3,056,606	1 42
1863 .....	2,611,359	3 65
1864 .....	2,116,182	7 85
1865 .....	2,497,712	6 48
1866 .....	3,597,527	3 78
1867 .....	3,347,306	2 54
1868 .....	3,715,741	3 95
1869 .....	4,210,720	5 12
1870 .....	5,673,195	3 45
1871 .....	5,715,900	4 15
1872 .....	6,531,675	3 75
1873 .....	9,881,719	1 72

As will be seen from the foregoing facts, the city of Titusville and its neighborhood forms a great central position of oil traffic, and it is likely much to increase in importance in that respect during the next few years. Its natural advantages in this respect have had their effect in attracting the various competing railway Companies.

**CLEVELAND.**

An important point to be noted in reference to the refining and transportation of oil is the situation of Cleveland and its connection with the Atlantic and Great Western system. Cleveland is one of the principal points for refining oil in the United States. The Atlantic and Great Western Company, with the improvements already referred to, will be able to control the mass of the traffic between the oil district of Cleveland. The oil refined at Cleveland is in an admirable position for reaching both eastern and western markets. During seven months of the year it has communication by water as well as by railway with New York; and it is in a first rate position for sending refined oil to St. Louis, Cincinnati, and Chicago, which are the great centres for distribution of oil in the west and south. The Atlantic and Great Western and Erie system may therefore fairly be expected in the future to derive largely increased revenues from the transportation of crude and refined oil eastward and westward. The Atlantic and Great Western Company have the advantage of possessing, under their lease with the Cleveland and Mahoning Company, a river frontage from the foot of Cedar street past the Willow street bridge to State street, 2,300 feet in length, all of which is owned in fee by the Mahoning Company, and about 850 feet of further frontage continuously from the previous lot owned by the Atlantic and Great Western Company standing in the name of the late receiver, Mr. Potter. This frontage is used principally for iron ore, but one end of it, east of the Willow street bridge, for coals either exported from the Mahoning Valley or delivered to the steamers as fuel. It is possible to handle 800,000 gross tons of iron ore per annum on this

wharf with present facilities, and this amount might be very much increased by further improvement. There is 14 feet of water opposite the wharves. In West River street, on the opposite side of the river to the freight shed and machine shops of the Cleveland, Columbus, Cincinnati, and Indianapolis Company, there is a further frontage of about 800 feet owned in fee by the Mahoning Company, and included in their lease to the Atlantic and Great Western Company, and about 500 feet more, in continuation, leased by the Atlantic and Great Western Company from private parties. Further on again for 300 feet the frontage belongs to the Mahoning Company, and is part of their lease, and the portion on the opposite side of the railway at that point is leased by private parties. This wharfage is entirely employed for the shipment of coal from the Mahoning Valley into lake steamers or other vessels for export to American or Canadian ports. The capacity of this wharf is about 350,000 tons per annum, working for only eight months in the year, while navigation is open. There is 13 feet of water opposite these wharves, and no vessels drawing more than 14 feet can enter Cleveland harbor. Further up the river there is a frontage of about 2,100 feet leased from private parties, for terms of twenty years, with only about 300 feet of wharfage constructed on it, and about 1,700 feet of frontage in extension of the above is owned in fee by the Mahoning Company, and leased to the Atlantic and Great Western Company, as well as the land for about 900 feet eastward, on which the engine shed and shops are erected. There is about 12 feet of water in the river opposite this frontage, which is being increased by dredging. As the numbers of cars both ways is already 800 daily, the space occupied by these latter buildings is much required for the improvement and rearrangement of the station yard, and with a view to the economical working of the traffic; and for this reason it is proposed, as described under the head "Locomotive Department," to remove the machine shops and engine shed to a point further eastward.

**CLEVELAND, COLUMBUS, CINCINNATI, AND INDIANAPOLIS RAILROAD.**

The total length of the Cleveland, Columbus, Cincinnati, and Indianapolis Railroad is 471½ miles, including the original main line between Cleveland and Columbus, 138 miles long, which was opened in February, 1851, and was the first through railroad built in the State of Ohio; the Bellefontaine or Indianapolis Division, between Galion and Indianapolis, 203 miles long; and the Springfield branch, between Delaware and Springfield, 50 miles long; all these being the property of the Company. There is also included in the 471 miles the leased line between Springfield and Dayton, 24 miles long, leased from the Cincinnati, Sandusky, and Cleveland Railroad Company; as well as the line between Dayton and Cincinnati, 48 miles long, which is leased from the Cincinnati and Springfield Company. There are also leased six miles from the Marietta and Cincinnati Company, and two miles, by which access is obtained to the Company's property in Cincinnati, from the Indianapolis and Cincinnati Company. In the two latter cases running arrangements only exist, though for long periods; but the other portions of railway leased are maintained and worked by the Cleveland, Columbus, Cincinnati, and Indianapolis Company. The Cleveland, Columbus, Cincinnati, and Indianapolis Company also own half of the line, 262 miles long, between Indianapolis and St. Louis; the other half being owned by the Pennsylvania Railroad Company, as referred to elsewhere. The steepest gradients on this line are 40 feet to the mile. The curves have mostly more than a mile radius; the sharpest curve, on the Indianapolis division, having a radius of 14 chains. The whole of these lines are single with the exception of the loops at the stations and 18 miles of second track, of which 13 miles are between Cleveland and Berea, and five are between Crestline and Galion. There are also 32 miles of second track, graded, and with first class masonry, completed for bridges, culverts, and cattle guards,



between Berea and Gallion. The total length of sidings is equivalent to about 22 per cent. of the main line. Between Cleveland and Indianapolis there are altogether, though not consecutively, 160 miles laid with steel rails, and fished at the joints. Between Dayton and Cincinnati there are 48 miles laid with steel rails and fish jointed. The remainder of the line is laid with iron rails, and they have been fish jointed, excepting 55 miles, as the rails have been renewed from time to time. These 55 miles, occurring at different parts of the line, represent only those portions which it has not been found necessary to relay as yet with fish jointed iron or steel. The steel rails on the 48 miles on the south of Dayton weigh 57 lbs. to the yard, but in all other cases, the rails, whether of iron or steel, weigh 60 lbs. to the yard, and they are all of the usual American section, and secured to the sleepers by dog spikes. The sleepers are nearly all of them of white oak, while a few of them are of cherry, and there are 3,000 of them to the mile. The road is ballasted throughout with gravel, which varies in thickness from 6 to 15 inches. The Company are fortunate in possessing excellent gravel pits on their line, except on the Columbus Division, and the track is efficiently maintained, though new iron is required on certain portions of it here and there. There are seven stone viaducts on the Columbus Division (138 miles), 30 to 250 ft. long, and two on the Indianapolis Division from 30 to 90 ft. long. The greater part of the wooden bridges, which are not numerous in proportion to the length of the line, have been renewed within the last five years, and all of them within ten years. There are six bridges of iron, and they are, as well as the principal wooden bridges, on masonry abutments. In order to maintain the wooden bridges in thoroughly efficient condition, it is proposed to renew three of them during the present year; one on the Columbus Division, where a masonry arch is to be substituted for a timber girder of 45 ft. a span; a second on the leased line north of Dayton, where it is proposed to renew in timber a bridge of 70 ft. span; and a third is on the Indianapolis division, where either an iron or a new timber bridge will be substituted for the existing timber bridge, containing two spans of 50 ft. each. At Cleveland the line of the Cleveland, Columbus, Cincinnati and Indianapolis Company runs into the Union Passenger Depot, which they own in connection with the Lake Shore and Cleveland and Pittsburg lines. This is a large stone building, with a roof covering six lines of rails and two platforms. There is also a commodious freight shed of brick on the property of the Cleveland, Columbus, Cincinnati, and Indianapolis Company, but jointly owned by that Company and the Lake Shore Company, with a wooden building, originally used, at the end of it. The above buildings are in a good situation on the northern part of the city, and on the shore of Lake Erie. In a central part of the city there is another large brick freight house, having a valuable frontage on the river. This is more than is required for the present freight wants of the Company, and is also used partly as a store shed. Near are extensive buildings, for the most part in brick with slated roofs, containing the machine shops, engine shops and other buildings.

On the south side of the main part of the city the company have lately acquired 35 acres of land, which will, no doubt, be very valuable when it is laid out, as contemplated, for the purposes of coal traffic and for heavy traffic of other descriptions. It affords river frontage 2,200 feet in length, besides a slip which has been constructed by the company 650 feet long, and affording 1,300 feet additional water frontage. This will again be largely increased by the construction of additional slips. At Columbus a large brick building is in course of construction, and is three parts completed, for the accommodation of the passenger traffic of seven different companies, and the Cleveland, Columbus, Cincinnati, and Indianapolis Company possess extensive grounds for all necessary station purposes. At Cincinnati the Company possess the freehold of 10 acres of valuable property in the heart of the city. Their freight

shed will shortly require to be increased in size. They occupy the passenger depot of the Indianapolis and Cincinnati Railroad under the terms of their lease above referred to. At Indianapolis they are joint owners with other companies of the Union Passenger Depot. They have ample grounds at that station, but the buildings upon them require to be increased. Negotiations are in progress with parties owning adjacent properties, who propose to present the company with twenty five acres of land on which to erect new shops and other buildings for the locomotive and car departments, to be used in place of the existing building of that description, which, though sufficient for the present necessities of the company, are so located as to hinder the extension of the station yard and its better adaptation to freight purposes. The interested parties propose to make a further donation of 75 acres to the company by way of compensation for the expense of the removal, they being proprietors of considerable tracts of land in the vicinity, and their object being, by the alteration, to increase the value of their respective properties. These proposals will, if carried out, result in a very great advantage to the company. As a general rule, the company possesses sufficient land and facilities at their other station for carrying on their business, but there are some points at which improvements will require from time to time to be effected. The water accommodation in the way of tanks, &c., over the line has of late been largely increased, and is considered now to be sufficient for present necessities. The whole of the lines of this company above mentioned run through a rich agricultural country, and reasonable rates having always been charged for local traffic, they have this advantage, that even when through rates are reduced by the competition of other lines, as they are at times, to considerably less than 1 cent per mile, the local traffic, which is principally dependent upon the results of the harvest, is not liable to have its rates further decreased in the same way by the competition of the other lines.

The financial position of the Cleveland, Columbus, Cincinnati and Indianapolis Railway appears to be exceptionally good. Its total liabilities, including 15,000,000 dollars of capital stock, amount to little more than 20,000,000 dollars. Its receipts for the year 1873 were 4,887,448 dollars, and its revenue expenditure, including taxes and interest on bonds, 3,779,809 dollars, leaving 1,107,638 dollars applicable to dividends. This company appears to have earned and paid, for twenty three years, regular semi annual dividends of 7 per cent or upwards, on the average. The dividend was unpaid for the first time in February last, owing to certain legal and financial complications in connection with the purchase and control of its stock by parties in the interest of the Atlantic and Great Western Railway. The earnings were, therefore, devoted to payments on account of construction and improvements. The coal traffic, which has been entirely developed within the last three years, and which, during 1873, amounted to nearly 300,000 tons, has, during the present season, been almost annihilated, from the general disturbed financial condition of the country. There has been one cause which has seriously affected the earnings of the present year. The properties above described at Cleveland, and the general improvements which have been made on the line, will place the company in a good position to take advantage of the increased traffic which must come upon the line when the present exceptional and depressed condition of this as well as other parts of the country has passed away.

#### INDIANAPOLIS AND ST. LOUIS RAILWAY.

This railway is 262 miles long between Indianapolis and St. Louis, with one branch four miles long to Alton, and another, a coal branch, also about four miles long. The portion from Indianapolis to Terre Haute, 72 miles long, was completed five years ago, and is, as chartered, the Indianapolis and St. Louis railway proper, and the Company owning this line before completing it leased the line, 192 miles long, from Terre Haute

to St. Louis for 99 years. The stock of the Indianapolis and St. Louis railway is owned jointly, in equal portions, by the Cleveland, Columbus, Cincinnati and Indianapolis Company, and the Pittsburg, Fort Wayne and Chicago Company, which is under lease to the Pennsylvania Railway Company. The Indianapolis and St. Louis Company pay for the leased portion of its road above referred to an annual rental of \$450,000, and it has a bonded debt of \$3,500,000. Its capital stock is \$600,000, of which, as above stated, \$300,000 is owned by the Cleveland, Columbus, Cincinnati and Indianapolis Company, and \$300,000 by the Pittsburg, Fort Wayne and Chicago Company. The line is single throughout from Indianapolis to St. Louis, with sidings at the stations. It is laid with rails of the usual American section, weighing 60 lbs. to the lineal yard. One mile of the line is laid with steel, and the remainder with iron. The joints of the rails for about nine-tenths of its lengths are fished. The line runs for the most part through prairie land of rich agricultural character, and it depends mainly upon agricultural produce for its traffic. It competes for through traffic between St. Louis and the Atlantic with the Vandalia line, also running between St. Louis and Indianapolis, and belonging mainly to the Pennsylvania Company, as well as with the Ohio and Mississippi, running from St. Louis to Cincinnati, and the Toledo, Wabash and Western railway between St. Louis and Toledo. Besides Indianapolis with 70,000, and St. Louis with 400,000 inhabitants, there are intermediate stations on the line, the principal of which is Terre Haute, with 257,000 inhabitants, and eleven others, which contain from 2,000 to 5,000 inhabitants. By means of the magnificent bridge now completed over the Mississippi river at St. Louis, at a cost of \$10,000,000, this line will be placed in direct communication with the railways on the west of the river. The earnings of this line are not sufficient to do more at present than to pay the rental, the interest on the bonds above referred to, and the operating expenses; but it is expected that, as the country progresses further in the rapid way in which it has hitherto grown, the business of this road will also increase. Coal of good quality is already being worked at eleven points in the neighborhood of the line in Clay County, about 55 miles from Indianapolis, is already a source of profitable traffic, and must become in future a source of large revenue to the Company.

#### Tucson and Guaymas Railroad.

Cyrus Strong, T. R. Morgan, J. C. Truman and D. B. Blair, of Binghamton, New York, have incorporated at that place the "Mexican Land Improvement Company of Sonora." The capital stock of the company is \$15,000,000, and the principal place of business is at the town above named. The company contemplate extensive mining operations in Sonora and Arizona, but their principal object is to construct a railroad from Tucson, Arizona, to the city of Guaymas, Sonora, or El Paso. Blair is in the city of Mexico now for the purpose of obtaining from the Central Government a confirmation of the grants and privileges extended to the company by the State of Sonora. This incorporation closes the controversy which has existed for two years past about the enterprise, between Posten and Eldridge, of New York and Europe. It is a consolidation of their interests. Whenever the confirmation of the Acts of the Legislature of Sonora is obtained from the Mexican Congress, now in session, the incorporators say, the work will be commenced and pushed vigorously to completion.—*Sacramento Record.*

The directors of the Kent County (Md.) Railroad Company have accepted the proposition of Mr. Hood, former superintendent of the Queen Anne's and Kent Railroad, to run regular daily trains from Chestertown to Massey's, and to supply the road with sufficient rolling stock to do the business until the road is sold.

## RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
<b>Atlantic &amp; Pacific:</b>													
1873.....	319,648	354,941	472,838	432,217	418,546	374,769	383,965	451,528	502,087	468,671	397,485	397,729	4,948,672
1874.....	341,995	323,055	396,286	398,308	423,685	404,560	395,893	459,854	498,413	539,400	406,900		
<b>Central Pacific:</b>													
1867.....	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868.....	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	296,422	286,562	342,743	2,300,767
1869.....	212,604	218,982	391,308	485,048	568,270	556,080	532,657	511,854	609,788	579,642	535,360	467,659	5,670,882
1870.....	413,104	394,176	488,332	633,758	768,270	729,274	783,100	807,816	787,184	828,447	777,513	583,692	7,995,116
1871.....	536,499	485,490	614,447	720,929	892,341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872.....	592,223	571,836	875,763	949,568	1,380,923	1,138,273	1,272,510	1,271,628	1,254,689	1,285,567	1,293,957	1,037,992	12,734,729
1873.....	852,860	694,015	939,778	1,129,469	1,373,675	1,301,202	1,214,551	1,251,622	1,392,125	1,375,470	1,238,751	1,072,750	13,938,969
1874.....	848,558	794,000	867,666	1,132,000	1,360,000	1,380,000	1,258,000	1,301,000	1,406,000	1,507,000	1,314,000		
<b>Chicago and Alton:</b>													
1870.....	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871.....	353,235	342,369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1872.....	371,708	332,902	373,217	379,879	409,254	419,196	488,352	559,882	497,261	504,756	431,315	352,604	5,156,326
1873.....	347,372	396,307	420,893	409,472	430,184	475,819	540,342	596,708	560,858	564,633	410,907	344,046	5,497,541
<b>Chicago and Northwestern:</b>													
1870.....	706,025	753,782	858,359	929,077	1,177,897	1,139,234	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,408
1871.....	655,428	602,482	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872.....	774,856	714,122	846,394	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,303,304	1,433,948	1,067,387	859,780	12,272,645
1873.....	752,468	765,249	967,258	1,034,023	1,256,072	1,309,579	1,249,445	1,316,327	1,520,638	1,516,583	1,075,908	1,052,915	13,816,465
1874.....	1,014,514	900,765	1,024,061	1,080,193	1,290,596								
<b>Chicago, Mil. &amp; St. Paul:</b>													
1869.....	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801,195	496,566	7,250,069
1870.....	396,171	382,823	377,571	443,133	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871.....	396,760	327,431	400,149	483,884	662,368	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872.....	460,986	387,565	426,223	474,188	580,432	594,769	488,348	565,729	811,961	950,945	702,838	513,787	6,957,771
1873.....	334,715	423,716	555,287	574,258	805,802	929,211	834,341	767,871	1,193,210	1,012,741	771,780	843,192	9,046,124
1874.....	654,400	657,500	576,620	742,050	964,800	886,900	749,200	704,300					
<b>Clev., Col., Cin. &amp; Ind.:</b>													
1869.....	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870.....	203,069	226,897	244,182	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,819
1871.....	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872.....	340,791	320,022	372,974	381,113	373,619	341,104	326,268	401,252	417,328	439,581	389,830	358,743	4,462,625
1873.....	363,921	413,043	448,924	413,443	436,459	411,260	393,806	465,503	466,796	423,893	327,804	322,596	4,887,448
1874.....	363,053	276,099	318,976	342,247	306,778	330,754	327,384	403,175	369,334	339,445	336,748		
<b>Erie:</b>													
1871.....	1,055,469	971,193	1,201,500	1,253,955	1,443,372	1,656,415	1,720,078	1,864,554	1,794,397	1,694,651	1,483,454	1,417,211	17,398,327
1872.....	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,550,023	1,525,243	1,643,464	1,743,752	1,704,374	1,392,615	18,694,096
1873.....	1,326,505	1,329,422	1,515,382	1,541,958	1,754,821	1,717,593	1,784,893	1,820,755	1,879,763	1,825,629	1,560,023	1,625,129	19,631,781
1874.....	1,462,650	1,273,775	1,413,223	1,465,550	1,687,772	1,577,945	1,545,379	1,546,174	1,605,138	1,667,995			
<b>Illinois Central:</b>													
1869.....	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870.....	623,383	661,789	601,326	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871.....	624,744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872.....	637,430	531,627	575,393	559,871	648,956	659,363	609,846	783,255	744,782	881,693	696,475	698,063	8,026,754
1873.....	620,241	597,429	660,759	553,912	635,459	742,600	684,840	769,748	884,485	977,121	636,039	703,692	8,268,325
1874.....	611,491	538,668	567,554	580,921	647,892	678,728	624,191	708,808	763,106	804,097	642,238		
<b>Kansas Pacific:</b>													
1871.....	133,673	152,264	267,411	303,915	306,944	266,066	282,723	332,555	365,446	387,999	303,305	210,197	3,321,518
1872.....	189,606	191,738	300,783	322,875	341,843	322,559	329,838	357,302	349,468	449,418	314,513	223,240	3,693,183
1873.....	150,567	194,726	300,719	352,300	332,764	312,614	323,231	328,189	333,785	392,510	265,217	201,492	3,498,160
1874.....	170,349	178,429	245,774	292,143	316,647	316,379	293,247						
<b>Lake Shore &amp; Mich. South'n:</b>													
1871.....	1,082,595	1,076,112	1,312,617	1,217,339	1,190,933	1,140,916	1,130,847	1,295,369	1,368,948	1,402,597	1,345,316	1,235,285	14,797,975
1872.....	1,339,389	1,294,710	1,498,408	1,528,250	1,479,945	1,323,476	1,225,708	1,459,360	1,635,691	1,764,788	1,558,424	1,483,480	17,591,629
1873.....	1,412,368	1,549,225	1,735,736	1,694,543	1,680,968	1,555,368	1,551,762	1,582,531	1,776,420	1,742,516	1,375,556	1,546,983	19,134,136
1874.....	1,519,249	1,305,132	1,371,545	1,593,827									
<b>Marietta &amp; Cincinnati:</b>													
1871.....	130,883	126,224	140,740	118,173	119,650	115,115	118,572	137,341	166,191	175,438	172,567	169,820	1,690,714
1872.....	152,577	142,408	150,784	145,858	158,717	154,587	149,550	162,521	191,841	208,977	207,911	204,196	2,029,927
1873.....	169,843	161,132	178,009	187,439	193,148	194,787	176,205	172,498	207,529	184,191	151,793	150,301	2,126,875
1874.....	171,028	144,215	161,031										
<b>Michigan Central:</b>													
1870.....	337,992	329,128	384,431	412,030	406,283	363,187	326,891	378,880	467,990	511,447	453,873	387,827	4,755,958
1871.....	418,755	442,665	486,980	470,703	480,847	427,096	422,015	529,890	628,660	582,082	587,434	507,050	5,940,102
1872.....	411,113	384,058	449,453	485,550	487,282	398,300	402,084	460,101	536,603	641,807	487,603	464,163	5,608,117
1873.....	379,836	440,261	567,314	556,180	542,058	480,028	457,853	452,330	617,291	537,031	506,804	552,548	6,089,534
<b>Mo., Kan. &amp; Texas:</b>													
1873.....	200,639	224,393	256,719	258,871	250,935	249,343	301,318	336,823	399,939	370,710	309,028	285,603	3,444,321
1874.....	266,333	230,371	262,801	214,011	224,589	237,425	245,595	288,999	313,500				
<b>Ohio and Mississippi:</b>													
1872.....	272,472	239,733	290,710	276,290	280,523	263,290	232,286	304,083	356,194	408,254	319,024	283,836	3,526,695
1873.....	283,605	291,630	338,725	338,709	307,520	290,470	271,314	300,895	379,105	322,532	265,242	264,920	3,654,667
1874.....	266,039	243,167	304,842	298,665	268,807	292,546	282,640	323,963	364,374	381,021	309,597		
<b>Philadelphia and Reading:</b>													
1871.....	506,367	423,045	644,506	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	837,080	12,500,664
1872.....	657,318	645,090	823,683	1,044,251	1,116,387	1,167,008	1,071,407	1,142,241	1,190,695	1,322,847	1,127,030	891,791	12,199,748
1873.....	742,041	745,100	1,258,470	1,379,009	1,308,450								



## RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Albany and Susq.*.....100	13,280,000	J. & J.	July '43	Long Island.....50	3,000,000	M. & S.	May '73	Vermont and Mass.....100	2,860,000	A. & O.	Oct. '74
Allegheny Valley.....50	2,263,350	J. & J.	July '74	Louisv., Cin. and Lex.*.....50	1,623,483	J. & J.	July '69	Warren (N. J.).....100	1,900,000	J. & J.	Dec. '73
Atlanta and West Point.100	1,232,200	J. & J.	July '74	" " pref.100	848,700	J. & J.	Jan. '74	Warwick Valley.....100	225,000	A. & O.	Apr. '72
Atlantic and Gulf.....100	3,693,200	M. & N.	Nov. '73	Louisville & Nashville.100	8,980,000	F. & A.	Feb. '74	West Jersey.....100	1,559,750	F. & A.	Feb. '74
" " guar.100	789,476	M. & N.	Nov. '73	Louisv., N. Alb. & Chl.100	3,000,000	J. & D.	Oct. '73	Winchester & Potomac*100	180,000	J. & J.	July '74
Atlantic and St. Law*.....100	39,494,900	M. & S.	Sept. '73	Lowell and Lawrence.....100	200,000	A. & O.	Oct. '74	Winchester & Strasburg*100	500,000	J. & J.	July '74
" " new 1870.100	1,500,000	M. & S.	Sept. '73	Lykens Valley.....20	600,000	F.M.A.N.	Feb. '73	Worcester and Nashua. 75	1,400,556	J. & J.	Jan. '75
Avon, Genesee & Mt. M.*100	194,250	A. & O.	Oct. '72	Macon and Western.....100	2,500,000	J. & J.	July '73	HORSE-POWER R. R.			
Baltimore and Ohio.....100	13,151,962	A. & O.	Nov. '74	Maine Central.....100	3,400,000	M. & N.	Nov. '74	Albany City.....100	110,300	- & -	Feb. '75
Washington Br. pref.100	1,667,000	A. & O.	Oct. '74	Manchester and Law.....100	1,000,000	M. & S.	Sept. '66	Baltimore City.....25	80,000	- & -	Feb. '75
Parkersburg Br. pref. 50	5,683,086	J. & J.	Oct. '74	Marietta & Cincinnati.....50	1,372,891	M. & S.	Sept. '66	Bleeker St. & F. Y. (N.Y.)100	900,000	- & -	Feb. '75
Berkshire.....100	600,000	J. & J.	Oct. '74	" " 2d pref. 50	4,460,368	M. & S.	Sept. '66	Boston and Chelsea.....100	110,000	A. & O.	Oct. '74
Boston & Corning.....50	250,000	J. & J.	Oct. '74	Massachusetts.....100	400,000	F. & A.	Aug. '74	Broadway (Brooklyn).....100	200,000	J. & J.	Apr. '73
Boston and Albany.....100	19,064,100	M. & N.	Nov. '74	Memphis & Charleston* 25	5,312,725	J. & J.	Jan. '69	Broadw. & 7th Av. (N.Y.)100	2,100,000	J. & D.	Jun. '70
Bos., Cin. & Fitchb. pref.100	633,200	J. & J.	Nov. '74	Michigan Central.....100	18,733,204	J. & J.	Jan. '73	Brooklyn City.....100	1,500,000	F.M.A.N.	Aug. '74
Agricultural Br. guar.100	60,000	M. & N.	Nov. '74	Mill Creek & Minehill* 50	323,375	J. & J.	July '74	Brooklyn City & Newt.100	600,000	J. & J.	July '70
Bost., Onee & Mont.* pref.100	2,852,900	J. & J.	Jan. '75	Milwaukee and St. Paul.100	15,399,261	J. & J.	Dec. '70	Brooklyn and Jamaica.....100	488,100	- & -	July '71
Boston and Lowell.....500	6,516,807	M. & N.	Nov. '74	M. Hill & Schuyl. Hav.* 50	12,274,483	F. & A.	Aug. '74	Bushwick (Brooklyn).....100	302,000	J. & J.	July '71
Boston and Maine.....100	4,000,000	F. & A.	Nov. '74	Morris and Essex*.....100	3,856,450	J. & J.	Jan. '75	Cambridge.....100	727,800	A. & O.	Oct. '67
Boston and Providence.100	4,000,000	M. & S.	Sept. '74	Nashua and Lowell.....100	14,008,100	J. & J.	Nov. '74	Can. Park, N. & E. Riv.100	1,008,400	A. & O.	July '74
Buffalo, N. Y. and Erie*100	5,630,000	M. & S.	Sept. '74	Naugatuck.....100	800,000	M. & N.	Nov. '74	Citizens (Phila.).....50	600,000	J. & J.	July '74
Burlington and Mo. Riv.100	5,630,000	M. & S.	Sept. '74	Nesquehoning Valley* 50	1,881,900	F. & A.	Aug. '74	Citizens (Phg.).....50	200,000	M. & N.	Nov. '71
" " pref.100	1,485,900	J. & J.	Jan. '75	Newark and N. York*.....100	1,000,000	M. & S.	Sept. '74	Coney Island & Brookl.100	600,000	- & -	Feb. '74
Camden and Amboy*.....100	5,847,800	J. & J.	Jan. '75	N. Bedford.....100	977,400	J. & J.	Jan. '74	D. Dock E. B. d. w. & Bat.100	1,200,000	F.M.A.N.	Feb. '74
Camden and Atlantic.....50	451,701	J. & J.	Oct. '74	N. Castle & Beaver Val.* 50	1,678,500	M. & N.	Nov. '74	Elizabeth and Newark.....100	1,000,000	J. & J.	July '74
" " pref. 50	765,543	J. & J.	Jan. '75	N. Castle & Beaver Val.* 50	1,678,500	M. & N.	Nov. '74	42nd St. & G. St. Ferry.....100	749,000	J. & J.	July '74
Cape Cod.....50	1,020,330	J. & J.	Jan. '75	New Jersey.....100	1,600,000	J. & J.	Jan. '75	Frankl. & Southw. (Ph.) 50	491,750	J. & J.	July '74
Cape May and Millville* 50	447,900	J. & D.	Nov. '74	New London Northern* 100	1,215,800	J. & J.	Oct. '74	Germantown (Ph.).....50	1,000,000	J. & J.	July '74
Catawba & Foggess.....50	1,139,800	M. & N.	Nov. '74	N. Y. Cen. & Hudson R.100	89,428,330	J. & J.	Jan. '75	Girard College (Ph.).....50	590,000	J. & J.	July '71
Catawba.....50	2,230,000	M. & N.	Nov. '74	New York and Harlem.....100	8,000,000	J. & J.	Jan. '75	Grand St. and Newton.....100	170,000	J. & J.	July '71
" " pref. 50	589,110	J. & J.	Nov. '74	" " pref.100	1,600,000	J. & J.	Jan. '75	Green & Cones St. (Ph.) 50	500,000	J. & J.	July '74
Cayuga and Susq.....50	6,850,430	M. & N.	Nov. '74	N. Y., N. H. & Hartf.100	15,500,000	J. & J.	July '74	Heston, Hanover & Fairm. 50	2,050,000	J. & J.	July '74
Cedar Rapids & Mo. R.*100	769,800	F. & A.	Aug. '74	N. Y., Provid. & Boston.100	2,000,000	J. & J.	July '74	Heston, Hanover & Fairm. 50	2,050,000	J. & J.	July '74
" " pref.100	4,666,800	J. & J.	July '75	N. Y. Bridge & Canal*100	1,000,000	J. & J.	July '74	Lomb. & South Sts. (Ph.) 25	105,000	A. & O.	Oct. '71
Central of Georgia.....100	31,000,000	J. & J.	Jan. '75	North Carolina.....100	1,110,000	Irregular.	Jan. '73	Lynn and Boston.....100	200,000	- & -	July '74
Central of New Jersey.....100	2,425,000	J. & J.	Dec. '74	N. Eastern (N. C.) pref.100	3,475,500	Irregular.	Jan. '73	Malden and Melrose.....100	200,000	- & -	July '74
Central Ohio.....50	400,000	J. & D.	Dec. '74	North Pennsylvania.....50	5,842,000	M. & N.	July '74	Metropolitan (Boston).....100	1,500,000	M. & N.	July '74
" " pref. 50	54,275,500	J. & J.	Aug. '74	Northern Central.....50	3,068,400	J. & D.	Dec. '74	Middlesex (Boston).....100	400,000	M. & N.	Nov. '74
Chemung.....100	2,100,000	J. & J.	July '74	Northern New Jersey.....100	1,000,000	J. & J.	July '74	Ninth Avenue (N. Y.).....100	197,320	- & -	Oct. '71
Chesapeake and Potomac.....100	2,100,000	M. & S.	Sept. '74	Norwich and Worcester*100	2,823,400	J. & J.	July '74	Orange and Newark.....100	282,555	- & -	July '74
Chicago and Alton.....100	2,425,000	M. & S.	Sept. '74	Ogdensburg & Champlain*100	3,077,800	J. & J.	July '74	Philadelphia City.....50	750,000	J. & J.	July '74
Chicago, Burl. & Quincy.100	19,897,000	M. & S.	Sept. '74	" " pref.100	2,000,000	A. & O.	Oct. '74	Philadelphia and Darby 20	200,000	J. & J.	July '74
Chicago, Iowa & Nebras*100	13,916,300	J. & J.	Jan. '75	Ohio and Mississippi.....100	20,000,000	J. & J.	Oct. '74	Phila. and Grey's Ferry 20	284,775	J. & J.	July '74
Chicago & N. Western.....100	14,983,000	J. & J.	Dec. '74	Oil Cr. & Allegheny R. 50	4,030,000	J. & J.	Dec. '74	Phila. and Grey's Ferry 20	284,775	J. & J.	July '74
Chicago, R. I. & Pacific.....100	21,484,113	J. & J.	July '75	Old Colony & New York.....50	4,269,450	J. & J.	Jan. '75	Phg. Alleg. & Manchester 50	200,000	M. & N.	Nov. '69
Cin. & Ham. & Dayton.....100	3,500,000	A. & O.	Apr. '75	Oswego and Syracuse*.....100	429,400	F. & A.	Feb. '74	Second Avenue (N. Y.).....100	888,100	J. & J.	Oct. '72
Cin. Sand. and Cleve*.....50	2,980,550	- & -	Apr. '72	Pacific of Missouri.....100	3,635,780	J. & J.	Oct. '74	Second & Third Sts. (Ph.) 50	982,100	J. & J.	July '74
Clev. & Ind. pref. 50	429,046	M. & N.	Nov. '74	Panama.....100	7,900,000	J. & J.	Jan. '75	17th & 19th streets (Ph.) 50	500,000	J. & J.	July '74
Cleveland & Mahoning.....100	14,991,276	F. & A.	Aug. '74	Paterson and Hudson*.....100	3,630,000	J. & J.	Jan. '74	Sixth Avenue (N. Y.).....100	750,000	M. & N.	May '71
Cleveland & Painesville*100	2,067,669	M. & N.	May '74	Paterson and Newark*.....100	600,000	J. & J.	Jan. '74	Third Avenue (N. Y.).....100	1,170,000	F.M.A.N.	May '73
Colum. & Ind. Cen.*.....100	11,236,150	F.M.A.N.	Nov. '74	Paterson and Ramapo*.....100	245,000	J. & J.	Jan. '74	13th & 15th street (Ph.) 50	1,000,000	J. & J.	July '74
Columbus and Xenia*.....50	1,786,800	M. & S.	June '74	Pemb. & Hightstown*.....50	342,150	J. & J.	Jan. '74	Somerville (Boston).....100	75,000	M. & N.	Nov. '74
Colum. & Hocking Val.100	2,300,000	F. & A.	Feb. '74	Pennsylvania.....50	88,114,475	M. & N.	Nov. '74	South Boston.....50	400,000	J. & J.	Oct. '74
Concord.....50	1,600,000	M. & N.	Nov. '74	Peoria & Bureau Val.*.....100	1,200,000	F. & A.	Feb. '74	Union (Boston).....100	200,000	- & -	July '74
Concord and Port.*.....100	350,000	J. & J.	July '74	Philadelphia and Erie*.....100	6,004,500	J. & J.	Jan. '75	Union (Phila.).....50	400,000	J. & J.	July '74
Conn. & Passaic Riv.100	2,100,000	F. & A.	Aug. '74	Phil. & Ger. & Norristown*100	2,400,000	J. & J.	Jan. '75	West Philadelphia.....50	400,000	J. & J.	July '74
Connecticut River.....100	1,950,000	F. & A.	Aug. '74	Phil. & Reading.....100	32,684,870	J. & J.	Jan. '75	CANALS.			
Cumberland Valley.....50	1,494,280	A. & O.	Apr. '74	" " pref. 50	1,651,800	J. & J.	Jan. '75	Chesapeake & Delaware 50	1,983,563	J. & D.	June '73
Danbury and Newt. & W. 50	600,000	- & -	Dec. '74	Phila. and Trenton.....100	1,259,100	J. & J.	Jan. '75	Chesapeake and Ohio.....25	8,229,594	- & -	Aug. '74
Delaware.....50	1,230,941	J. & J.	July '74	Phila. Wil. & Balt.....50	11,485,750	J. & J.	Jan. '75	Delaware Division.....50	1,838,380	F. & A.	Aug. '74
Del. Lackaw. & Westn. 50	23,500,000	J. & J.	Oct. '74	Pittsb., Ft. W. & Gt. L.*100	19,714,285	J. & J.	Jan. '75	Delaware and Hudson.....100	10,000,000	F. & A.	Aug. '74
Detroit & Milwaukee*.....50	822,140	- & -	Dec. '69	" " Special Imp.100	2,000,000	J. & J.	Jan. '75	Delaware and Raritan*100	6,847,400	J. & J.	Jan. '75
Dubuque & Sioux City*100	5,000,000	A. & O.	Oct. '74	Pittsfield & N. Adams.....100	410,000	J. & J.	Jan. '74	Erie of Pennsylvania.....50	64,000	J. & J.	Jan. '75
East Pennsylvania.....100	1,509,200	J. & J.	July '74	Portland and Kennebec.....100	616,700	J. & J.	July '74	Erie of Ohio & Navigat. 50	9,390,350	J. & D.	Nov. '74
East Mahoning.....50	392,950	J. & J.	July '74	Yarmouth certificates.....100	209,400	A. & O.	Apr. '73	Lehigh Canal Navigat. 50	1,003,500	J. & J.	Jan. '73
Eastern (Mass.).....100	4,252,600	J. & J.	July '74	Portl., Saco & Portland*100	1,500,000	J. & J.	Jan. '75	Monongahela Navigat. 50	1,025,000	F. & A.	Aug. '72
Elmira (N. H.).....100	492,600	F. & A.	Feb. '74	Providence & Worcester.....100	2,000,000	J. & J.	Jan. '75	Morris (consolidated).....100	1,175,000	F. & A.	Aug. '72
Elmira, Jef. & Canand*.....100	600,000	F. & A.	Feb. '74	Raleigh and Gaston.....100	1,600,000	J. & J.	July '74	" (preferred).....100	4,837,500	- & -	July '74
Elmira & Williamsport* 50	500,000	M. & N.	May '74	Rensselaer & Saratoga*100	6,000,000	J. & J.	July '74	Schuyl. Nav. (common)* 50	1,908,207	F. & A.	July '74
" " pref. 50	500,000	M. & N.	July '74	Roch. & Genesee Val.*110	557,500	- & -	Jan. '74	" (ref.).....50	2,838,977	F. & A.	July '74
Erie Railway.....100	78,000,000	- & -	Oct. '73	Romo, Watert. and Ogd.100	2,998,900	J. & J.	Jan. '75	Susq. and Tide Water.....50	2,907,860	- & -	Jan. '75
" " pref.100	8,584,910	- & -	Oct. '73	Rutland.....100	2,700,000	- & -	Jan. '75	Union.....50	2,907,860	- & -	Jan. '75
Erie and Pittsburg*.....50	1,090,250	M. & S.	Mar. '74	" " preferred.....100	4,300,000	F. & A.	Aug. '74	W. Branch and Susq.....50	1,100,000	J. & J.	Jan. '75
Fitchburg.....100	4,000,000	J. & J.	Jan. '75	St. Croix and Penobscot.100	100,000	J. & J.	July '71	MISCELLANEOUS.			
Georgia.....100	4,156,000	J. & J.	Apr. '74	St. L., Alt. & T. Haute.100	2,300,000	- & -	July '74	Adams Express.....100	12,000,000	M. & S.	Dec. '74
Grand River Val.* guar.100	1,000,000	- & -	Jan. '74	" " pref.100	2,040,000	- & -	July '74	American Coal.....25	1,500,000	M. & S.	Mar. '74
Grand Trunk, (Ca.).....100	14,387,946	- & -	Jan. '74	St. Louis and Iron Mt.100	10,000,000	F. & A.	Feb. '74	Am. Merch. Union Exp.100	18,000,000	J. & J.	Jan. '75
Great Western, (Ca.).....100	19,237,404	A. & O.	Apr. '74	St. L., Kan. C. & North.100	12,000,000	- & -	Feb. '74	Ashburton Coal.....50	2,500,000	J. & D.	Dec. '66
Hanover & St. Joseph.....100	4,151,700	F. & A.	Aug. '70	" " pref.100	12,000,000	- & -	Nov. '72	Atlantic Mail Steamship100	4,000,000	M. & S.	Dec. '67
" " pref.100	5,073,224	Annual.	Aug. '70	Saratoga and Schenec.*100	300,000	A. & O.	Apr. '74	Brunswick City.....25	1,000,000	J. & J.	Dec. '69
Hanover Branch, (Ca.).....50	116,850	M. & N.	May '74	Schuylkill Valley*.....50	576,050	J. & J.	July '74	Butler Coal.....100	731,250	- & -	Dec. '69
Harlem Extension.....50	4,000,000	J. & J.	July '74	Seaboard and Roanoke.100	1,151,400	M. & N.	Nov. '70	Canton.....100			

## NATIONAL AND STATE SECURITIES.

	Amounts Outstand- ing.	Rate.	Payable.	WHEN PAY- ABLE.	Market Price.		Amounts Outstand- ing.	Rate.	Payable.	PAY- ABLE.	Market Price.							
<b>National Securities, Dec. 1, 1874.</b>																		
Loan of June 14, 1858.....registered	\$260,000	5	Jan. & July.	1874	117	..	222,000	6	Various.	'74-'78	102							
Loan of February 8, 1861.....registered	13,783,000	6	Jan. & July.	1880	121	..	3,832,500	6	Various.	'80-'89	102							
.. .. .. coupon	4,692,000	6	"	"	1880	..	5,083,900	6	April & Oct.	1889								
Oregon War Bonds of March 2, 1861.....coupon	945,000	6	Jan. & July.	1881	117	<b>Maryland—(\$10,741,215):</b>												
Loan of July 17, and Aug. 5, 1861.....registered	125,829,150	6	Jan. & July.	1881	117	..	5,709,639	5	J. A. J. & O.	1890	80							
.. .. .. coupon	63,492,200	6	"	"	1881	..	828,222	6	"	"	1890							
Loan of Feb. 25, 1862 (5-20s).....registered	7,818,950	6	May & Nov.	1882	113	..	269,000	3	"	"	1890							
.. .. .. coupon	113,487,400	6	"	"	1882	..	3,072,083	6	Jan. & July.	1883	105							
Loan of March 3, 1863.....registered	83,543,300	6	Jan. & July.	1881	117	..	799,056	6	"	"	'85-'87							
.. .. .. coupon	21,356,700	6	"	"	1881	<b>Massachusetts—(\$28,477,804):</b>												
Loan of March 3, 1864 (5-20s).....registered	946,600	6	May & Nov.	1884	119	..	750,000	5	Various.	'74-'80	101							
Loan of June 30, 1864 (5-20s).....registered	26,037,750	6	"	"	1884	..	2,755,000	6	Jan. & July.	'74-'78	101							
.. .. .. coupon	33,008,450	6	"	"	1884	..	600,000	5	"	"	'77-'78							
Loan of March 3, 1865 (5-20s).....registered	33,758,300	6	May & Nov.	1885	116	..	888,000	5	"	"	1883							
.. .. .. coupon	118,776,050	6	"	"	1885	..	8,578,244	5	May & Nov.	'83-'94	101							
.. .. .. 2d series (5-20s).....registered	57,120,000	6	Jan. & July.	1885	119	..	999,944	5	Mar. & Sept.	1888	102							
.. .. .. coupon	145,541,100	6	"	"	1885	..	10,305,532	5	April & Oct.	'88-'93								
.. .. .. 3d series (5-20s).....registered	89,051,900	6	Jan. & July.	1887	117	..	400,000	6	Jan. & July.	1877								
.. .. .. coupon	222,670,850	6	"	"	1887	..	3,599,024	5	"	"	1900							
.. .. .. 4th series (5-20s).....registered	14,002,500	6	Jan. & July.	1888	116	<b>Minnesota—(\$250,000):</b>												
.. .. .. coupon	23,471,500	6	"	"	1888	..	250,000	7	Jan. & July.	'77-'79								
Loan of March 3, 1864, (10-40s).....registered	141,262,150	5	Mar. & Sept.	1904	114	<b>Missouri—(\$18,747,000):</b>												
Consols of July 14, '70 & Jan. 20, '71 registered	163,017,700	5	F. M. A. & N.	1881	113	..	439,000	6	Jan. & July.	'82-'90	97							
Consols .. .. .. coupon	164,689,200	4	F. M. A. & N.	1881	113	..	2,727,000	6	"	"	'87-'88							
Consols .. .. .. coupon	18,446,030	4	F. M. A. & N.	1886	113	..	12,501,000	6	"	"	'74-'86							
Consols .. .. .. coupon	14,000,000	4	F. M. A. & N.	1886	113	..	1,589,000	7	"	"	'76-'91							
Debt matured and without interest.....(var.)	18,446,030	4	F. M. A. & N.	1901	114	..	1,301,000	6	"	"	var. 93							
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	3	Due.	1875	117	<b>New Hampshire—(\$3,914,165):</b>												
Certificates of Indebtedness 1870.....(cur.)	678,000	4	Due.	1875	117	..	614,000	6	Jan. & July.	'69-'78								
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	'96-'99	117	..	600,000	6	Mar. & Sept.	'84-'89	101							
United States Notes.....	382,075,287	6	Jan. & July.	'96-'99	117	..	494,500	6	April & Oct.	'73-'74								
Fractional Currency.....	47,385,698	6	"	"	117	<b>New Jersey—(\$2,696,300):</b>												
<b>State Securities, latest dates.</b>																		
<b>Alabama—(\$11,258,838):</b>																		
.. Bonds (old and extended), 1866 and '72.....	3,230,800	5	May & Nov.	'85-'92	36	<b>New York—(\$36,530,400):</b>												
.. Bonds (new), 1866, '68 '72 and '73.....	2,477,700	8	Jan. & July.	'86-'93	62	..	State Stock of 1827 and 1832.....	661,500	5	J. A. J. & O.	pleas.							
.. State Bonds for Railroads.....	2,300,200	8	"	"	'90-'91	..	State (Deficiency) Stock of 1838.....	900,000	5	"	'87-'88							
.. Railroad endorsements.....	16,388,000	8	"	"	'90-'91	..	State (Deficiency) Stock of 1838.....	800,000	6	"	1878							
<b>Arkansas—(\$0,885,000):</b>												..	State (Deficiency) Stock of 1838.....	348,107	5	"	pleas.	
.. Funded Bonds, (\$4,400,000) 1869 and 70.....	2,850,000	6	Jan. & July.	'90-'00	20	..	State (Deficiency) Stock of 1838.....	1,189,781	5	"	pleas.							
.. Levee Bonds, 1871.....	2,200,000	7	"	"	1891	..	Canal Stock.....	1,109,420	5	"	'82-'74							
.. Deficiency Bonds, 1872.....	300,000	7	"	"	1892	..	Canal Stock.....	111,200	4	"	1873							
.. Railroad Aid Bonds 1869 to '73.....	5,350,000	7	April & Oct.	'99-'00	7	..	Canal Stock.....	10,135,280	7	"	'74-'77							
<b>California—(\$3,796,500):</b>												..	Bounty Loan registered	19,861,000	7	Jan. & July.	1877	
.. Civil Bonds 1857 and '60.....	1,698,000	7	Jan. & July.	'77-'80	114	..	Bounty Loan coupon.....	1,300,000	7	"	1877							
.. Relief Fund Bonds, 1863.....	110,000	7	"	"	'83-'85	<b>North Carolina—(\$29,547,045):</b>												
.. State Capitol Bonds, 1871 and '7.....	500,000	7	"	"	'91-'92	..	Old or Ante-War Debt.....	4,738,800	6	Jan. & July.	'72-'92							
.. Funded Debt of 1873.....	1,497,500	6	"	"	1893	..	Old or Ante-War Debt.....	3,639,400	6	April & Oct.	'72-'92							
<b>Connecticut—(\$5,095,900):</b>												..	Bonds issued since the war.....	3,009,045	6	Jan. & July.	'92-'98	
.. War Loan, (10-30 yrs) of July 1, 1861.....	532,800	6	Jan. & July.	1881	103	..	Bonds issued since the war.....	1,859,000	6	April & Oct.	'92-'98							
.. War Loan, (20 yrs) of Jan. 1863 and '64.....	2,232,500	6	"	"	'83-'84	..	Bonds issued for funding.....	2,417,400	6	Jan. & July.	'78-'00							
.. War Loan, (10-30 yrs) of Oct. 1, 1864.....	589,500	6	April & Oct.	1894	114	..	Bonds issued for funding.....	1,721,400	6	April & Oct.	'78-'00							
.. War Loan, (20 yrs) tax free, of Oct. 1, '64	1,741,100	6	"	"	1885	..	Special Tax Bonds.....	11,407,000	6	"	'98-'99							
<b>Delaware—(\$1,231,000):</b>												..	Loan of 1860, sinking fund.....	147,180	6	Jan. & July.	1870	
.. State War Debt.....	879,000	6	Jan. & July.	1885	114	..	Loan of 1860, sinking fund.....	1,585,900	6	"	"	'87-'88						
.. Railroad Aid (J. and Breakwater R. R.)...	352,000	6	"	"	1885	..	Loan of 1860, sinking fund.....	4,074,817	6	"	"	1881						
<b>District of Columbia—(\$4,790,000):</b>												..	Loan of 1865, sinking fund.....	2,400,000	6	"	"	1886
.. Improvement (gold) bonds.....	4,000,000	6	Jan. & July.	1902	114	<b>Oregon—(\$290,477):</b>												
.. Improvement (cur.) bonds.....	790,000	7	"	"	1902	..	Bounty and Relief Bonds.....	90,477	7	Jan. & July.	'74-'84							
<b>Florida—(\$6,945,703):</b>												..	Williamette Canal Bonds.....	200,000	7	"	"	1890
.. Bonds of 1871, and 1873.....	957,000	7	Jan. & July.	var.	114	<b>Pennsylvania—(\$24,999,755):</b>												
.. Railroad Loan (gold) of 1870.....	4,000,000	8	"	"	1890	..	Inclined Plane Loan, of 1849.....	400,000	6	April & Oct.	1879							
.. Consolidated (gold) Bonds of 1873.....	1,000,000	6	"	"	1903	..	Loan of April 1852, reg. and coup.....	483,000	5	Jan. & July.	1882							
<b>Georgia—(\$1,871,084):</b>												..	Loan of May 1852, reg. and coup.....	2,637,500	5	Feb. & Aug.	1877	
.. Bonds for Western & Atlantic R. R.....	784,700	6	May & Nov.	1874	79	..	Loan of April 1853, coupon.....	238,000	5	"	"	1878						
.. Bonds for Western & Atlantic R. R.....	172,500	7	"	"	1874	..	Loan of April 1861, registered.....	35,000	6	"	"	1878						
.. Bonds for Atlantic and Gulf R. R.....	800,000	6	Feb. & Aug.	'78-'86	114	..	Loan of Feb. 1867, reg. and coup.....	907,200	5	"	"	'74-'82						
.. Bonds of March 12, 1866.....	3,900,000	7	Jan. & July.	1886	91	..	Loan of Feb. 1867, reg. and coup.....	18,798,950	6	"	"	'74-'82						
.. Bonds (gold) of Sept. 1870.....	2,098,000	7	April & Oct.	1886	78	..	Chambersburg certificates, registered.....	83,032	6	June & Dec.	1876							
.. Bonds of Feb. 19, 1873.....	1,200,000	8	"	"	'76-'80	..	Loans of April 1872.....	500,000	6	April & Oct.	1876							
.. Railroad endorsements.....	7,923,000	var	Various.	var.	83	<b>Rhode Island—(\$2,638,500):</b>												
<b>Illinois—(\$2,060,160):</b>												..	War Bonds of 1862.....	1,019,000	6	Mar. & Sept.	1882	
.. New Internal Improvement Bonds, 1847...	992,445	6	Jan. & July.	1878	114	..	.. of 1863.....	205,000	6	April & Oct.	1883							
.. Refunded Stock Bonds, 1859.....	320,000	6	"	"	'77-'78	..	.. of 1863.....	698,000	6	Jan. & July.	1893							
.. War Loan Bonds, 1861.....	387,000	6	"	"	1880	..	.. of 1864.....	746,000	6	Feb. & Aug.	1894							
.. Chicago Relief Bonds 1871.....	250,000	6	"	"	1881	<b>South Carolina—(\$20,650,235):</b>												
<b>Indiana—(\$4,898,815):</b>												..	State House, Stock and Bonds '56-'63.....	953,488	6	Jan. & July.	pleas.	
.. War Loan Bonds, of 1863.....	139,000	6	May & Nov.	1866	114	..	Fire Loan Stock of 1838.....	208,344	6	J. A. J. & O.	1870							
.. Temporary Loan Bonds, 1873.....	710,000	7	Jan. & July.	'75-'76	114	..	Funding Stocks 1866 and 1869.....	143,114	6	Jan. & July.	'77-'90							
<b>Iowa—(\$543,050):</b>												..	Fire Loan Bonds of 1838.....	481,944	5	"	"	1868
.. War and Defense Fund Bonds, 1861.....	300,000	7	Jan. & July.	1881	114	..	New State House Bonds 1853-'60.....	298,000	6	"	"	'71-'86						
<b>Kansas—(\$1,336,675):</b>												..	Blue Ridge R. R. Bonds 1854.....	966,000	6	"	"	'74-'78
.. State Bonds (various) 1863 to 1864.....	101,175	6	Jan. & July.	'83-'84	114	..	Funding Bonds, 1868.....	930,000	6	"	"	'87-'97						
.. State Bonds (various) 1861 to 1869.....	1,235,500	7	"	"	'76-'89	..	.. .. .. 1869.....	1,681,000	6	April & Oct.	1888							
<b>Louisiana—(\$22,308,800):</b>												..	.. .. .. 1869.....	1,189,400	6	Jan. & July.	1888	
.. State Bonds, to R. R. Companies.....	2,436,000	6	Various.	'70-'06	28	..	.. .. .. 1869.....	2,030,000	7	"	"	1888						
.. Relief (Treasury) Bonds 1853.....	5,750,000	6	May & Nov.	'86-'07	114	..	Conversion Bonds 1869.....	7,666,500	6	"	"	1888						
.. Levee Bonds 1865.....	1,000,000	8	Various.	1886	114	..	.. .. .. 1870.....	343,000	6	April & Oct.	1889							
.. Levee Bonds, 1867.....	4,000,000	6	May & Nov.	1907	114	..	Railroad Aid Bonds.....	4,797,608	6	Various.	'69-'89							
.. Past due coupons 1865.....	978,800	6	Jan. & July.	'86-'97	114	<b>Tennessee—(\$20,966,382):</b>												
.. Levee Bonds, 1870.....	2,960,000	8	Mar. & Sept.	1875	114	..	Railroad, &c., Bonds.....	15,767,922	6	Jan. & July.	'92-'00							
.. Funded Floating Debt 1870.....	2,950,000	6	May & Nov.	1910	114	..	State Bonds (direct).....	4,819,544	6	April & Oct.	'69-'99							
.. State Penitentiary Bonds, 1869.....	500,000	7	Mar. & Sept.	1899	114	..	State Endorsements.....	2,197,000	6	Jan. & July.	1900							
.. Bonds for Railroad stocks (var.).....	2,436,000	6	Various.	'67-'11	114	..	Funded Interest Bonds.....	4,598,035	6	"	"	1914						
.. Bonds for Railroads (var.).....	5,202,000	8	Various.	'99-'10	114	<b>Texas—(\$3,715,979):</b>												
.. Miss. & Mex. Gulf Ship Canal Bonds...	480,000	7.3	Mar. & Sept.	1889	114	..	Frontier Protection (gold) Bonds, 1870..	700,000	7	Mar. & Sept.	'90-'10							
<b>Michigan—(\$1,022,134):</b>												..	Deficiency Bonds, 1871.....	357,000	10	"	"	1876
.. Sault Ste Marie Canal Bonds.....	61,000	6	Jan. & July.	1879	102	..	State Bonds.....	197,000	6	Jan. & July.	'76-'91							
.. Renewal Loan Bonds, 1858.....	105,000	6	"	"	1878	..	Railroad Aid Bonds.....	1,753,317	6	"	"	var.						
.. Two Million Loan, 1863.....	1,082,000	6	"	"	'73-'83	<b>Vermont—(\$225,500):</b>												
.. War Bounty Bonds, 1865.....	366,000	7	May & Nov.	1890	103	..	War Loans of 1864, '63 and '68.....	225,500	6	June & Dec.	'74-'78							
<b>Maine—(\$7,188,400):</b>												..	Funded under act of 1871.....	20,278,750	6	Jan. & July.	long.	
.. Civil Loan Bonds, 1856-'61.....	222,000	6	Various.	'74-'78	102	..	Funded under act of 1872.....	1,754,747	6	"	"	"						
.. War and Bounty Bonds, 1863 and '64.....	3,832,500	6	Various.	'80-'89	102	..	Sterling Bonds.....	2,727,562	5	"	"	"						
.. War (Municipal Equalization).....	5,083,900	6	April & Oct.	1889		..	Deferred (W. Va.) certificates.....	15,239,370	6	"	"	"						



Asterick (\*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Blue Ridge, (S. Car.):						
1st Mortgage.....	940,000	7	Jan. & July.	New York.	1886	....	1st Mort., guar. by State (gold)..	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Alabama and Chattanooga:							Boston and Albany:						
1st Mortgage, guar. by Ala.....	5,200,000	8*	Jan. & July.	New York.	1889	....	Albany loans (Alb. & W. Stkbg.)..	106,000	6	Jan. & July.	Boston.	1876	....
2d Mortgage.....	2,673,000	8	"	"	1889	....	Dollar Bonds (Western R. R.)..	666,000	6	April & Oct.	"	1875	96 1/2
Receiver's Bonds for \$1,200,000.	450,000	7	"	"	....	....	Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	"	1892	100
Alabama and Georgia:							Boston, Clinton and Fitchburg:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	1st Mortgage (Agricultural Br.)..	400,000	6	Jan. & July.	Boston.	1884	84 1/2
Alabama Central:							1st Mortgage (Equalization)....	248,000	7	"	"	1889	....
1st Mortgage.....	1,000,000	8	Jan. & July.	New York.	1901	....	1st Mortgage (Consolidation)...	168,000	7	"	"	1890	....
Albany and Susquehanna:							Equipment Mortgage.....	350,000	8	Apr. and Oct.	"	1881	91 1/2
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	107 1/2	Boston, Concord and Montreal:						
2d Mortgage.....	2,000,000	7	April & Oct.	"	1885	102 1/2	Sinking Fund Mortgage.....	624,000	6a 1/2	Jan. and July.	Boston.	1889	....
3d Mortgage.....	434,000	7	May & Nov.	"	1881	106	1st Mortgage (22 1/2 m.) convertible	150,000	6	"	"	1875	....
Albany Loan.....	983,000	6	"	"	1886	....	1st Mortgage (22 1/2 m.)	200,000	6	"	New York.	1875	....
Alexandria and Fredericksburg:							Consol. Mortgage for \$2,000,000.	986,400	7	Apr. and Oct.	Boston.	1893	103
1st Mortgage.....	1,000,000	7	June & Dec.	Philadelphia.	1896	....	Boston, Hartford and Erie:						
Allegheny Valley:							1st Mortgage (old).....	600,000	7	Mar. and Sept.	Boston.	1884	....
General Mortgage.....	3,889,000	7 1/2	Jan. & July.	New York.	1896	91 1/2	1st Mortgage (Berdl.).....	15,000,000	7	Jan. and July.	New York.	1900	24 1/2
Special Mortgage to Penn.....	3,500,000	5	January.	Harrisburg.	....	....	1st Mortgage, guar. by Erie.....	5,000,000	7	"	"	1900	40
1st M., E. Ext., guar. by Pa. R.R.	6,000,000	7	April & Oct.	Phil. or Lond.	1900	83	Mass. L. (sec'd by \$4,000,000 Ber.)	3,600,000	7*	"	Boston.	1899	....
American Central:							Boston and Lowell:						
1st Mort., guar. by C., B. & Q.	738,006	8	Jan. & July.	New York.	1878	....	1st Mortgage.....	200,000	6	Apr. and Oct.	Boston.	1879	....
Androscoggin:							Bonds of 1872 for \$1,000,000....	999,500	7	"	"	1892	104 1/2
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Boston and Maine:						
Arkansas Central (narrow gauge):							Bonds of 1893 (coup. and reg.)..	2,000,000	7	May and Nov.	Boston.	1893	106
1st Mortgage (\$12,000 p. m.)....	620,000	8*	Jan. & July.	Lond. or Am.	1891	....	Boston and Providence:						
2d Mortgage for \$1,200,000.....	700,000	7*	April & Oct.	New York.	1893	....	Bonds to purchase P. W. & B. R. d.	500,000	7	May and Nov.	Boston.	1893	....
Astabula, Youngstown & Pitts.: 1st Mortgage.....	1,500,000	7*	April & Oct.	New York.	1901	....	Brunswick and Albany:						
Atchison and Nebraska:							1st Mort. (gold) end. by G. tax fr.	3,730,000	6*	Apr. and Oct.	New York.	1908	....
1st Mortgage.....	3,750,000	8	March & Sept.	Boston.	1896	....	2d Mort. sinking fund gold.....	2,350,000	7*	"	"	1893	....
Atchison, Topeka and Santa Fe:							Buffalo, Bradford and Pittsburg:						
1st Mortgage (gold).....	7,042,500	7*	Jan. & July.	New York.	1899	61 1/2	General Mortgage.....	580,000	7	Jan. & July.	New York.	1896	....
Land Grant Mortgage (gold)....	3,521,000	7*	April & Oct.	Boston.	1900	64 1/2	Buffalo, Corry and Pittsburg:						
1st Mort. (Wichita Branch) guar.	412,000	7*	Jan. & July.	"	1902	....	1st Mortgage.....	700,000	7	Jan. and July.	New York.	1886	....</

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cedar Rapids & Mo. Riv. (C. & N.W.):							Chicago and Milwaukee Railway:						
1st Mortgage, 1st Div. \$10,000 p.m.	700,000	7	Feb. & Aug.	New York.	1891	....	1st Mort., guar. by C. and N.W.	1,642,000	7	Jan. & July.	New York.	1898	95 1/2
1st Mortgage 2d Div. \$10,000 p.m.	582,000	7	" " "	" " "	1894	....	Chicago and Mich. Lake Shore:						
1st Mortgage 3d Div. \$16,000 p. m.	2,400,000	7	May & Nov.	" " "	1916	....	1st Mortgage.....	500,000	8	March & Sept.	New York.	1889	....
Central Branch Union Pacific:							1st Mortgage.....	5,500,000	8	Jan. & July.	Boston.	1890	....
1st Mort. (Atch. & Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....	1st Mortgage.....	1,350,000	8	May & Nov.	"	1891	....
2d Mortgage Govern'm't subsidy.	1,600,000	6	Jan. & July.	" " "	1895	....	1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	"	1892	....
Central of Georgia:							Chicago, Milwaukee and St. Paul:						
1st Mortgage.....	993,000	7	March & Sept.	New York.	1875	....	1st Mort. (Mil. and St. Paul R'y)	5,527,000	7	Jan. & July.	New York.	1893	....
General Mort. for \$5,000,000.....	1,672,000	7	Jan. & July.	N.Y. & Savan.	1893	....	2d Mort. ( " ).....	1,191,000	7	April & Oct.	" " "	1884	77
Macon & West. (Atlanta D.) b'ds	150,000	7	April & Oct.	Savannah.	1880	....	1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	" " "	1874	....
Central of Iowa:							1st Mort. (East. Div. Palmer.)	751,500	8	May & Nov.	" " "	1874	....
1st Mortgage, gold, \$16,000 p. m.	3,700,000	7*	Jan. & July.	New York.	1899	....	1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan. & July.	" " "	1897	90
2d Mortgage, gold, \$4,000 p. m.	925,000	7*	April & Oct.	" " "	1901	....	1st Mort. (Minnesota Central.)	190,000	7	" " "	" " "	1870	....
Central of New Jersey:							1st Mort. (St. Paul Division.)	4,000,000	7 1/2	" " "	" " "	1902	85
Convertible bonds of 1872.....	3,612,700	7	May & Nov.	New York.	1902	103 1/2	1st Mort. (Iowa and Dak. Div.)	1,000,000	7	" " "	" " "	1870	72 1/2
1st Mort. (New) for \$5,000,000.....	6,000,000	7	Feb. & Aug.	" " "	1890	109 1/2	1st Mort. (Prairie du Chien Div.)	3,474,000	8	Feb. & Aug.	" " "	1898	108
Newark Branch Bonds.....	600,000	7	Jan. & July.	" " "	1887	....	2d Mort. ( " ).....	1,315,000	7 3/4	" " "	" " "	1898	93
Loan of Lehigh & Nav. Co. (ass'd)	2,310,000	6	J. A. J. & O	Philadelphia.	1897	....	1st Mort. (Ills. and Iowa Div.)	37,000	7	Jan. & July.	" " "	....	....
Consol. Mort. for \$25,000,000.....	5,000,000	7	" " "	New York.	1899	102 1/2	1st Mort. (Hast. and Dak. Div.)	1,250,000	7	" " "	" " "	....	72
Central Ohio (B. and O.):							Income bonds (Mil. and St. Paul)	20,000	7	April & Oct.	" " "	....	....
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	94	Milwaukee City Loan.....	230,500	7	March & Sept.	" " "	1873	....
Central Pacific of California:							1st Mort. (Mil. and Western).....	234,000	7	Jan. & July.	" " "	1891	....
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	1905-99	95 1/2	Real Estate Purchase.....	148,500	7	" " "	" " "	1883	....
Convertible 20 years bonds, gold	1,483,000	7*	" " "	" " "	1883	....	Equipment and Bridge Bonds.....	245,000	10	June & Dec.	" " "	1904	....
State Aid B'ds (Int. by State) gold	1,500,000	7*	" " "	Sacramento.	1884	101	Chicago and Northwestern:						
2d Mort. (Governm't Subsidy).	27,565,680	6	" " "	U.S. Treasury.	1905-99	95 1/2	Preferred sinking fund (193 m.)	1,242,700	7	Feb. & Aug.	New York.	1885	103 1/2
1st Mort. (Western Pacific) gold	2,735,000	6*	" " "	New York.	899	87 1/2	General 1st Mortgage (193 m.)	3,588,000	7	" " "	" " "	1885	99
1st Mort. (Calif. & Oregon) gold	7,066,000	6*	" " "	" " "	892	84 1/2	Funded coupons (193 m.)	743,300	7	May & Nov.	" " "	1883	98
1st Mort. (S. Fr., Okla. & Ala.)	500,000	8*	" " "	San Francisco	890	....	Appleton Ext. (23 m. & 76,000 ac.)	147,000	7	Feb. & Aug.	" " "	1885	....
1st Mort. (San Joaquin V.D.) gold	6,050,000	6*	April & Oct.	New York.	1900	83	Green Bay Ext. (26m & 76,000 a.)	282,000	7	" " "	" " "	1885	....
Land bonds (Cen. Pac. Co.) gold	9,153,000	6*	" " "	" " "	1890	....	1st Mort. (Gal. & Chi. U.) 248 m.	1,693,000	7	" " "	" " "	1882	104
Central Vermont:							2d Mort. (Gal. & Chi. U.) 248 m.	854,000	7	May & Nov.	" " "	1875	101
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	15 1/2	Elgin and State Line.....	128,000	6	Jan. & July.	" " "	1878	....
2d Mort., Consol. ( " )	1,500,000	7	June & Dec.	" " "	1891	....	Mississippi River Bridge.....	190,000	7	" " "	" " "	1884	....
1st Mort. (Stan., Sheff. and Ch.)	444,103	7	Jan. & July.	" " "	1887	02	1st Mortgage (Peninsula).....	331,000	7	March & Sept.	" " "	1898	....
Income and Extension Bonds.....	1,008,600	8	May & Nov.	" " "	1902	....	Consol. skg fund (C. & N.W. R'y)	3,280,000	7	F. M. A. & N.	" " "	1915	89
Equipment Mort. (Vt. Central).	1,000,000	8	" " "	" " "	1889	76-77	General Consol. Gold Bonds.....	8,995,000	7*	June & Dec.	" " "	1902	81 1/2
Equipment Mort. ( " )	1,000,000	8	" " "	" " "	1889	....	1st Mort. S. F. (Madison Exten.)	3,150,000	7*	April & Oct.	" " "	1911	....
Bonds, guar. (Vt. and Canada)	1,000,000	8	" " "	" " "	1891	61 1/2	1st Mort. S. F. (Menominee Ext.)	2,700,000	7*	June & Dec.	" " "	1911	....
Missisquoi R.R. ( " )	500,000	7	Jan. & July.	" " "	1891	39	2d Mort. (Mil. & Chi. R. R.) guar.	97,500	7	" " "	" " "	1896	....
Cent. Vt. (Vt. & Ca. Mort.) b'ds	3,000,000	6	March & Sept.	" " "	1104	....	1st Mort. (Chic. & Mil. R.W.) guar.	1,642,000	7	Jan. & July.	" " "	1898	93 1/2
Christion and Savannah:							1st Mort. (Bel. & Mad. R.R.) guar.	306,000	7	" " "	" " "	1888	....
1st Mortgage guar. by State.....	505,000	6	March & Sept.	Charleston.	1877	....	Chicago, Portage and Superior:						
Funded Interest on 1st Mort.....	157,400	7	" " "	" " "	1889	....	1st M. s. f. (Chl. & N. Pac. Air-L.)	25,000 p.m.	7*	June & Dec.	New York.	1902	....
Charlotte, Columbia & Augusta:							Chicago, Omaha and St. Joseph:						
1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1895	....	1st Mortgage for \$5,000,000.....	.....	8	April & Oct.	New York.	1901	....
Charters:							Chicago and Paducah (C. B. & Q.):						
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	....	1st Mortgage \$26,000 p. m. gold.	2,304,000	7*	Jan. & July.	Boston.	1903	....
Cheraw and Darlington:							Chl., Pekin & Southw'n (C.B. & Q.):						
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	....	1st Mortgage for \$10,000 per mile	700,000	8	Feb. & Aug.	New York.	1901	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	" " "	1888	....	Chicago, Rock Island and Pacific:						
Cherry Valley, Sharon and Alb.:							1st Mortgage skg. fund.....	9,000,000	7	Jan. & July.	New York.	1896	108 1/2
1st Mort. con. guar. by A. & S. Co.	900,000	7	June & Dec.	New York.	1899	....	Chl. & Southw'n (C.R.I. & Pac.):						
Chesapeake and Ohio:							1st Mort. gold, tax free, guar.....	5,000,000	7*	May & Nov.	New York.	1889	....
1st M. (gold) skg fd for \$15,000,000	15,000,000	6*	May & Nov.	New York.	1899	51 1/2	1st Mortgage gold (Atchison Br.)	1,000,000	7*	June & Dec.	" " "	1901	....
1st Mort. Extension (cou. or reg)	2,124,000	7*	Jan. & July.	" " "	1902	....	Chicago, Wisconsin & Canada:						
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	" " "	" " "	1880	....	1st Mort. gold, skg fd for \$410,000	.....	7*	Jan. & July.	New York.	1902	....
2d Mort. ( " ) coupon.....	918,000	6	" " "	" " "	1884	....	Chicago and Superior:						
Income ( " ) coupon.....	800,000	8	" " "	" " "	1878	....	1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....
Funded Interest, coupon.....	160,557	8	" " "	" " "	1877	....	1st Mortgage (gold) for \$5,000,000	.....	7*	Jan. & July.	" " "	1902	....
Cheshire:							Chilliothe and Brunswick:						
Coupon bonds (no Mort.).....	807,000	6	Jan. & July.	Boston.	175-80	93 1/2	1st Mort., guar. by St. L., K.C. & N.	500,000	8	Jan. & July.	New York.	1894	....
Chester Creek (Phil. & Balt. Cent.):							Cincinnati, and Baltimore:						
1st Mort., guar. by P., W. & B.	185,000	6	Jan. & July.	Philadelphia.	1903	....	1st Mort. guar. by B. & O. & M. & C.	274,000	7	Jan. & July.	Baltimore.	1900	....
Chester and Tamaroa:							Cincinnati, Hamilton and Dayton:						
1st Mortgage.....	600,000	7*	May & Nov.	New York.	1901	....	1st Mortgage of 1863.....	1,250,000	7	May & Nov.	New York.	1880	....
Chicago and Alton:							2d Mortgage of 1865.....	500,000	7	Jan. & July.	" " "	1885	....
1st Mortgage, pref. sinking fund.	1,000,000	7	May & Nov.	New York.	1877	....	3d Mortgage of 1867.....	400,000	8	June & Dec.	" " "	1877	....
2d Mortgage.....	2,400,000	7	Jan. & July.	" " "	1893	111	Cincinnati, Ham. & Ind. (C. H. & D.):						
1st Mortgage Income.....	1,100,000	7	April & Oct.	" " "	1883	100 1/2	1st Mort., guar. for \$2,500,000.....	1,846,000	7	Jan. and July.	New York.	1903	....
Consol. Bonds (\$200 stg. each).	1,149,950	6*	Jan. & July.	London.	1903	....	Cincinnati, Lafayette and Chi.:						
1st Mort. (St. L. & C.) assumed	564,000	7	April & Oct.	New York.	1894	97	1st Mortgage.....	1,120,000	7*	March & Sept.	New York.	1901	....
2d Mort. ( " )	188,000	7	Jan. & July.	" " "	1895	....	Cincinnati and Martinsville:						
1st Mort. (Louisiana and Mo.)	4,300,000	7	Feb. & Aug.	" " "	1900	83	1st Mort., guar. by I. C. & La. F.	400,000	7	Feb. & Aug.	New York.	1905	....
Chicago, Burlington and Quincy:							Cincinnati & Muskingum Valley:						
Trust Mortgage skg fund.....	2,592,000	8	Jan. & July.	New York.	1883	114	1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Trust Mortgage, skg fund conv.	150,000	8	" " "	" " "	1883	....	Cincinnati, Richmond & Chicago:						
Trust Mortgage (Burl. to Peoria)	480,000	7	April & Oct.	" " "	1890	....	1st Mortgage guar. by C. H. & D.	560,000	7	Jan. and July.	New York.	1895	....
Loan of 1872.....	7,029,875	7	Jan. & July.	Boston.	1896	101	2d Mortgage " " "	65,000	7	" " "	" " "	1889	....
1st Mort. (Am. Cen. R.R.) guar.	728,000												



## AMERICAN RAILROAD BOND LIST.

Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Clev., Mt. Vernon and Delaware:							Detroit & Bay City (Mich. Cent.):						
1st Mortgage gold.....	1,300,000	7*	Jan. & July.	New York.	1900	....	1st Mort. (\$424,000 guar.).....	2,330,000	8	May and Nov.	New York.	1902	....
2d Mortgage.....	1,000,000	7		"	1902	....	Detroit, Ecl River and Illinois:						
Clev., Painesville & Ashtabula:							1st Mortgage for \$22,000 p.m....	1,826,000	8	Jan. & July.	New York.	1891	....
Regist'd b'ds(ass'd by L&M.S.)	1,000,000	7	Jan. & July.	New York.	1880	101	Detroit, Hillsdale and Indiana:						
3d Mortgage ( " )	1,000,000	7	April & Oct.	"	1892	....	1st Mort. \$16,000 p. m. guar....	1,170,000	8	June & Dec.	New York.	1890	....
Cleveland and Toledo:							2d Mortgage, (coupon) guar....	300,000	8	Jan. & July.	"	1881	....
1st Mort., s.f.(ass'd by L&M.S.)	1,595,000	7	Jan. & July.	New York	1885	106	Detroit, Lansing and Lake Mich.:						
2d Mortgage ( " )	860,000	7	April & Oct.	"	1886	100	1st Mortgage.....	3,219,000	8	April & Oct.	Boston.	1896	....
Colebrookdale:							1st Mortgage (on Branches).....	575,000	8	June & Dec.	"	1897	....
1st Mort. guar. by Ph. and Rdg	584,700	6	June & Dec.	Philadelphia.	1893	....	2d Mortgage.....	1,359,000	8	Feb. & Aug.	"	1893	....
Colorado Central (3 ft. gauge):							1st Mort. (Lonia and Lansing)...	770,000	8	Jan. & July.	New York.	1889	....
1st Mortgage.....	225,000	5*	June & Dec.	Boston.	1890	....	2d Mort. ( " )	81,000	8	May & Nov.	"	1880	....
Columbus, Chicago & Ind. Cent.:							Detroit & Milwaukee (Gt. W. of Ca.):						
1st Mortgage Consol. skg fund....	10,333,000	7	April & Oct.	New York.	1908	68*	1st Mortgage, (D. & M.R.'y).....	2,500,000	7	May & Nov.	New York	1875	....
2d Mortgage skg fund.....	3,747,000	7	Feb. & Aug.	"	1909	28	2d Mortgage ( " )	1,000,000	8	"	"	1875	....
1st Mort. (Chic. and Gt. Eastern)	461,000	7	April & Oct.	"	'93-'95	68	1st Funded Coup. (D. & M.R.'y)	625,924	7	Jan. & July.	"	1875	....
2d Mort. ( " )	244,400	7	Jan. & July.	"	1890	....	2d Funded Coup. ( " )	375,794	7	May & Nov.	"	1875	....
Income conv. ( " )	2,554,000	7	Feb. & Aug.	"	1890	....	1st Mort. (Detr. & Pontiac R.R.)	150,000	7	April & Oct.	"	1878	....
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	May & Nov.	"	1890	....	2d Mort. ( " )	100,000	7	Jan. & July.	"	1878	....
1st M., s.f. ( " )	39,650	7	Jan. & July.	"	1904	....	3d Mort. ( " )	250,000	8	Feb. & Aug.	"	1893	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	10	May & Nov.	"	1904	....	Bonds of Sept. 1, 1866.....	110,000	7	March & Sept.	"	1886	....
2d Mort. ( " )	109,500	7	"	"	1883	....	Bonds of June 30, 1866.....	1,702,317	6-7	Jan. & July.	"	1886	....
1st M. (Col. & Ind.) 1st & 2d pref.	666,500	7	"	"	1882	....	Detroit, Mon. & Tol. (L.Sh.&M.S.):						
2d Mortgage (Ind. Central).....	554,500	7	Feb. & Aug.	"	1884	....	1st Mortgage Aug. 1, 1856.....	924,000	7	Feb. & Aug.	New York.	1876	100*
1st Mort. (Tol., Logansport & Bur.)	74,024	7	"	"	1905	....	Dixon, Peoria and Hannibal:						
Income ( " )	815,000	7	April & Oct.	"	1905	....	1st Mort., guar. by C., B. and Q.	800,000	8	Jan. & July.	New York.	1889	....
1st Mort. (Union & Logansport)							Dubuque and Sioux City:						
Columbus, Springfield and Cin.:							1st Mortgage tax free.....	882,000	7	Jan. & July.	New York.	1883	....
1st M.(assumed by Cinn., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....	Dubuque Southwestern:						
Columbus and Hocking Valley:							1st Mortgage.....	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....	1st Mortgage, preferred.....	78,500	7	Jan. & July.	"	1883	....
1st M. on Branch & 2d on main	200,000	7	Jan. & July.	"	1880	....	Dunkirk, Allegheny Val. & Pittab:						
General Mortgage.....	469,100	7	"	"	1892	....	1st Mortgage (gold).....	1,200,000	7*	June & Dec.	New York.	1900	....
Columbus and Xenia:							Dutchess and Columbia:						
1st Mortgage, guar. by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....	1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	....
Connecticut and Passumpsic Riv.:							East Alabama and Cincinnati:						
New Mortgage for \$1,500,000....	690,500	7	April & Oct.	Boston.	1893	96	1st Mort. endorsed by Alabama.	300,000	8	Jan. & July.	.....	1890	....
1st Mortgage sinking fund.....	296,500	6	June & Dec.	"	1876	....	East Brandywine & Waynesboro:						
Coupon Notes.....	634,000	7	"	"	'76-'91	97	1st Mortgage guar. by Pa. R.R.	140,000	7	Jan. & July.	Philadelphia.	1885	....
1st Mort. (Massachusetts) guar. gold	400,000	6*	Jan. & July.	"	1889	90	East Pennsylvania (Ph. & Rdg.):						
Connecticut River:							1st Mortgage, guaranteed.....	495,900	7	March & Sept.	Philadelphia.	1888	102
1st Mortgage skg fund.....	250,000	6	March & Sept.	Boston.	1878	....	East Tennessee, Virginia & Ga.:						
Connecticut Valley:							1st Mort., skg fund for \$3,500,000	2,999,000	7	Jan. & July.	New York.	1900	89*
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....	2d Mortgage.....	190,000	4	"	"	'82-'87	....
Connecticut Western:							Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	"	1886	....
1st Mortgage tax free.....	2,674,000	7	Jan. & July.	N. Y. & Bost.	1900	....	Company Bonds (E.T. & Ga., old)	635,000	6	Jan. and July.	"	'80-'86	....
Connecting (Philadelphia):							Company Bonds ( " new)	138,400	6	"	"	1876	....
1st Mort. A.B.C.D. & E \$200,000 each	921,000	6	March & Sept.	Philadelphia.	1,2,3,4	90*	Eastern (Mass.):						
Cooperstown and Susq. Valley:							1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	Boston.	1876	....
1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....	Loan of 1865-'85.....	160,000	6	April & Oct.	"	1885	....
Cowanesque Valley:							Loan of 1867-'87.....	890,000	7	March & Sept.	"	1887	92*
1st Mortgage, gold.....	25,000	7*	Jan. & July.	New York.	1902	....	Loan of 1868-'88.....	1,000,000	6	March & Sept.	"	1888	....
2d Mortgage.....	160,000	7	May & Nov.	"	1882	....	Loan of 1869-'89.....	500,000	6	May & Nov.	"	1889	....
Cumberland & Penn. (Consol. Coal):							Loan of 1872-'82.....	1,558,000	7	various	"	1882	90*
1st Mortgage.....	803,500	6	March & Sept.	New York.	1891	....	Loan of 1873-'83.....	878,900	6	March & Sept.	"	1893	....
2d Mortgage, sinking fund.....	618,000	6	May & Nov.	"	1888	....	New Bonds.....	1,000,000	7	"	"	1892	....
Cumberland Valley:							Steeling Sink. Fd. Bonds.....	3,000,000	6*	March & Sept.	London.	1893	....
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....	Eastern Shore (Md.):						
2d Mortgage.....	109,500	8	"	"	1908	....	1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
Plain bonds.....	81,800	6	"	"	1884	....	2d Mortgage.....	200,000	6	April & Oct.	"	1886	....
Danbury and Norwalk:							Elizabethtown and Paducah:						
Mortgage Bonds of 1870.....	100,000	7	Jan. & July.	New York.	1880	....	1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....
Mortgage Bonds of 1870-'72.....	400,000	7	"	"	'90-'92	....	Elmira and Williamsport (N. Cen.):						
Danv., Hazleton & Wilkesbarre:							1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	99
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	....	Income Mortgage guaranteed ..	570,000	5	April & Oct.	"	2862	....
2d Mortgage.....	300,000	7	"	"	1885	....	Erie Railway:						
Danv., Urb., Bloom'gton & Pekin:							1st Mortgage.....	2,486,000	7	May & Nov.	New York	1897	103
1st Mortgage.....	2,000,000	7*	April & Oct.	New York.	1909	....	2d Mortgage convertible.....	2,174,000	7	March & Sept.	"	1879	101
Davenport and St. Paul:							3d Mortgage.....	4,582,000	7	"	"	1883	100
1st Mort. gold skg fd \$20,000 p.m.	3,000,000	7*	April & Oct.	New York.	1911	....	4th Mortgage convertible.....	2,937,000	7	April & Oct.	"	1880	97
Dayton and Michigan (O.H. & D.):							5th Mortgage convertible.....	709,500	7	June and Dec.	"	1888	98
1st Mortgage sinking fund guar.	1,885,000	7	Jan. & July.	New York.	1884	....	Buffalo Branch, 1st mortgage....	182,600	7	Jan. & July.	"	1891	....
2d Mortgage, guar.....	441,000	7	March & Sept.	"	1887	....	Sterling loan (\$1,000,000) conv.	4,580,000	6*	March & Sept.	London.	1875	....
3d Mortgage, guar.....	356,000	7	April & Oct.	"	1888	....	1st Consol. Mort. for \$30,000,000.	12,076,000	7*	"	NY & London.	1920	....
Toledo Depot bonds guar.....	105,500	7	March & Sept.	"	'81-'94	....	2d Consol. Mort. for \$40,000,000.	15,000,000	7*	June and Dec.	London.	1894	....
Dayton and Union:							Long Dock Co's. Mortgage.....	3,000,000	7	"	New York.	1893	100
1st Mortgage, registered.....	140,000	7	March & Sept.	New York.	1879	....	Convertible bonds.....	10,000,000	7*	April & Oct.	London.	1903	....
2d Mortgage.....	135,000	7	June & Dec.	"	1879	....	Erie and Pittsburg (Penn.):						
Income Bonds.....	252,445	6	"	"	1879	....	1st Mortgage.....	292,200	7	Jan. & July.	New York.	1882	....
Dayton and Western (L. M. R.R.):							2d Mortgage.....	92,800	7	April & Oct.	"	1890	....
1st Mortgage (assumed).....	159,000	7	Jan. & July.	New York.	1895	....	Consolidated Mortgage.....	2,192,000	7	Jan. & July.	"	1898	....
1st Mortgage ( " )	463,000	6	"	"	1895	....	Equipment Mortgage.....	750,000	7	April & Oct.	"	1890	....
Decatur, Sullivan and Mattoon:							European & N. American (Me.):						
1st Mortgage.....	600,000	8	March & Sept.	New York.	1901	....	Banger City Bonds (1st m. 55 m.)	1,000,000	6*	Jan. & July.	N.Y. & Lond.	1894	....
Delaware (P. W. and Balt.):							1st L.M. (& 1st on 59, & 2d on 55m)	2,000,000	6*	March & Sept.	"	1899	....
1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875	....	New Mortgage for \$6,000,000....	.....	.....	.....	.....	....	
1st Mortgage, guar.....	100,000	6	"	"	1875	....	Evansville and Crawfordsville:						
1st Mortgage extension.....	100,000	6	"	"	1880	....	1st Mortgage (51 miles) skg. fund	302,000	7	Jan. & July.	New York	1887	....
Delaware State Loan.....	170,000	6	"	"	1876	....	1st Mortgage (109 m. )	636,000	7	May & Nov.	"	1887	....
Delaware, Lackawann. & Western:							1st Mort. (Rockville Extension).	147,000	7	Feb. & Aug.	"	1880	....
1st Mort. (Eastern Ext.).....	1,111,000	7	Apr. and Oct.	New York.	1875	103	Evansville, Terre Haute & Chi.:						
2d Mortgage.....	1,633,000	7	March & Sept.	"	1881	105	1st Mortgage, gold.....	775,000	7*	May & Nov.	New York.	1900	....
Convertible Bonds.....	5,000,000	7	June & Dec.	"	1892	105*	Fall River, Warren & Prov. (B.&P.):						
2d Mort. (Lack. & Bloomsburg)	500,000	7	Apr. and Oct.	"	1880	....	1st Mortgage.....	200,000	7	Jan. & July.	Providence.	1882	....
1st M. Ext. ( " )	400,000	7	March & Sept.	"	1885	....	Fitchburg:						
2d M. Ext. ( " )	200,000	7	May & Nov.	"	1890	....	Bonds of 1874 for \$500,000....	.....	7	.....	Boston.	1894	....
Denver & Boulder Val. (Den. Pac.):							Flint and Pere Marquette:						
1st Mortgage.....	550,000	7*	May & Nov.	Kansas City.	1900	....	1st Mort. Land Gr. (3d series)...	2,210,000	8	March & Sept.	New York.	1888	....
Denver Pacific:							Flint & Holly S. F. (\$25,000 p.y.)	425,000	10	May & Nov.	"	1888	....
1st Mortgage gold, land grant....	2,493,000	7*	May & Nov.	New York.	1899	....	1st Mort. (Bay C. & E. Sz.) guar.	100,000	10	Jan. & July.	Newark.	1882	....
Denver & Rio Grande (3 ft. gauge):							Bay County Bonds (guar.).....	75,000	10	March & Sept.	New York.	1887	....

## AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Florida:							Huntingdon and Broad Top Mt.:						
1st Mortgage conv. gold.....	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....	1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia.	1890	104
Flushing, North Side and Central:							2d Mortgage.....	367,500	7	Feb. & Aug.	"	1875	98 1/2
1st Mort. (Flush'g and N. Side.)	1,825,000	7	May & Nov.	New York.	1901	....	Consolidated Mortgage.....	1,378,000	7	April & Oct.	"	1895	45
1st Mort. (Central of L. I.).....	1,000,000	7	"	"	"	....	<b>Illinois Central:</b>						
1st Mort. (Cent. R. R. Exten.)...	200,000	7	May and Nov.	"	1903	....	Construction bonds, cur. skg f'd.	2,742,000	7	April & Oct.	New York.	1875	100 1/2
1st Mort. (North Shore).....	135,000	7	Feb. & Aug.	"	1887	....	Construction bonds, coin.....	332,000	6*	"	N. Y. & Lond.	1875	....
Sterling Loan.....	1,500,000	6*	"	London.	"	....	Redemption bonds, currency....	2,500,000	6*	"	New York.	1890	....
<b>Fonda, Johnston &amp; Gloversville:</b>							Redemption bonds, sterling....	1,500,000	6*	"	London.	1875	....
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	....	Sterling Bonds, Sinking Fund..	5,000,000	5*	"	"	1903	....
<b>Fort Wayne, Jackson &amp; Saginaw:</b>							<b>Illinois Grand Trunk (C. B. &amp; Q.):</b>						
1st Mortgage, traffic guarantee....	1,500,000	8	Jan. & July.	New York.	1889	....	1st Mortgage guaranteed.....	960,000	8	April & Oct.	Boston.	1890	101
2d Mortgage (Equipment).....	500,000	8	April & Oct.	"	1881	....	<b>Indiana and Illinois Central:</b>						
<b>Fort Wayne, Muncie &amp; Cin.:</b>							1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901	....
1st Mortgage.....	1,800,000	7*	April & Oct.	Boston.	1899	....	<b>Indiana North and South:</b>						
2d Mortgage.....	500,000	8	"	"	1896	....	1st Mort. (Nor. Div.) \$22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	....
<b>Framingham and Lowell:</b>							<b>Indianapolis, Blooming. &amp; West:</b>						
1st Mortgage.....	500,000	7	May & Nov.	Boston.	1891	89 1/2	1st Mortgage gold.....	5,000,000	7*	April & Oct.	New York.	1909	50
<b>Frederick and Pennsylvania Line:</b>							1st Mortgage Extension gold....	2,000,000	7*	Jan. & July.	"	1912	....
1st Mortgage gold.....	150,000	6*	April & Oct.	Baltimore.	1901	....	2d Mortgage.....	1,500,000	8	"	"	1890	....
<b>Fremont, Elkhorn &amp; Mo. (S.C. &amp; P.):</b>							<b>Indianapolis and Madison:</b>						
1st Mortgage.....	690,000	7	April & Oct.	"	1901	....	1st Mort. assumed by J. M. & I.	397,000	7	May & Nov.	New York.	1881	....
<b>Galena &amp; Chic. Union (C. &amp; N. W.):</b>							<b>Indianapolis &amp; Vincennes:</b>						
1st Mortgage.....	1,785,000	7	Feb. & Aug.	New York.	1882	104	1st Mortgage guar. by Pa. Co..	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage.....	948,000	7	May & Nov.	"	1875	101	2d Mortgage guar. by Pa. Co..	1,450,000	6	May & Nov.	"	1900	....
<b>Galv., Harrisburg &amp; San Antonio:</b>							<b>International and Gt. Northern:</b>						
1st Mortgage.....	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....	1st Mortgage s.f. (Intern. R. R.)	3,040,000	7*	April & Oct.	New York.	1911	70
<b>Galveston, Houston &amp; Henderson:</b>							Convertible B'ds " " " "	1,473,000	8	Feb. & Aug.	"	1892	....
1st Mortgage.....	1,493,000	7*	Jan. & July.	New York.	1890	....	1st Mortgage (Hous. & Gt. N.R.R.)	4,211,000	7	Jan. & July.	"	1900	....
<b>Geneva, Ithaca and Athens:</b>							Convert. B'ds " " " "	1,677,000	8	Feb. & Aug.	"	1892	....
1st Mortgage, skg. f'd., guar....	600,000	7*	June & Dec.	New York.	1890	....	<b>Indianapolis, Cin. and Lafayette:</b>						
<b>Georgia (and Banking):</b>							1st Mortgage (Ind. & Cin.) of 1858	1,600,000	7	April & Oct.	New York.	1888	....
Company bonds (debentures)....	608,000	7	Jan. & July.	Augusta	'74-'90	....	1st Mortgage (I. C. & L.F.) of 1867	2,792,000	7	Feb. & Aug.	"	1897	....
<b>Gilman, Clinton &amp; Springfield:</b>							1st Mortgage " " " " of 1869	1,701,000	7	June & Dec.	"	1899	....
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N. Y. & Lond.	1900	....	1st Mortgage (Cin. & Indiana)	499,000	7	"	"	1882	....
2d Mortgage gold.....	1,000,000	8*	Jan. & July.	"	1892	....	2d Mort. guar. " " " "	1,496,000	7	Jan. & July.	"	'77-'87	....
<b>Goshen and Deckertown (Erie):</b>							<b>Indianapolis and St. Louis:</b>						
1st Mortgage.....	240,500	7	Jan. & July.	New York.	1888	....	1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1919	....
<b>Grand Rapids &amp; Indiana:</b>							2d Mortgage.....	1,000,000	7	March & Sept.	"	1919	....
1st Mortgage L. G. guar. gold....	4,000,000	7*	Jan. & July.	New York.	1899	....	1st Mortgage.....	378,000	10	April & Oct.	"	1919	....
1st Mort. L. G. not guar. gold....	3,224,000	7*	April & Oct.	"	1899	....	2d Mortgage.....	1,000,000	7	"	"	1900	....
<b>Grand River Valley (Mich. C.):</b>							<b>Equipment Mortgage.....</b>						
1st Mort., assumed by Lessees....	1,500,000	8	Jan. & July.	New York.	1886	....	1st Mortgage.....	770,000	8	Jan. & July.	New York.	1889	....
2d Mortgage, guar. by Lessees....	500,000	8	March & Sept.	"	1879	91 1/2	2d Mortgage.....	81,000	8	May & Nov.	"	1886	....
<b>Grand Trunk (Can.):</b>							<b>Iowa Falls and Sioux City:</b>						
Equipment Bonds £500,000.....	2,500,000	6*	April & Oct.	London.	1877	....	1st Mortgage.....	2,960,000	7	April & Oct.	New York.	1917	....
Equipmt Bonds No. 2 £500,000.	2,500,000	6*	Jan. & July.	"	1920	....	<b>Iowa Midland (C. &amp; N. W.):</b>						
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....	1st Mort., \$18,000 p.m., guar....	1,350,000	8	April & Oct.	New York.	1900	86
1st Preference Bonds £3,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....	<b>Ironton (Penn.):</b>						
2d Preference Bonds £2,327,808	11,639,040	4*	"	"	"	....	1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	....
3d Preference Bonds £1,163,910	5,819,550	4*	"	"	"	....	<b>Ithaca and Athens (Penn.):</b>						
Provincial Debenture £3,111,500	15,567,500	....	"	Ottawa.	....	....	1st Mortgage gold, skg fund....	600,000	7*	Jan. & July.	New York.	1890	....
<b>Great Western of Canada:</b>							<b>Jackson, Lansing &amp; Saginaw (MO):</b>						
Mortgage Bonds £127,000.....	635,000	6	Jan. & July.	London.	1876	....	1st Mortgage guar.....	1,450,000	8	Jan. & July.	New York.	1885	90 1/2
Mortgage Bonds £347,000.....	2,735,000	5 1/2	April & Oct.	"	'77-'78	....	1st Mort. (Northern Ext.) guar.	848,000	8	May & Nov.	"	1890	....
New Bonds £1,000,000.....	5,000,000	6	June & Dec.	"	1890	....	2d Mortgage guar.....	289,000	8	March & Sept.	"	1878	....
Debenture Bonds £1,743,160.	8,715,800	5	Jan. & July.	"	Perp.	....	Consolidated Mortgage (236 m.)	18,000 p.m.	8	"	"	1891	94 1/2
<b>Great Western Railway of 1859:</b>							<b>Jacksonville, South West &amp; S. East:</b>						
1st Mort., ass'd by T. W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	84	1st Mortgage.....	610,000	7*	Jan. & July.	New York.	1912	....
2d Mort., " " " " " "	2,500,000	7	May & Nov.	"	1893	62 1/2	<b>Jacksonville, Pensac. and Mobile:</b>						
<b>Green Bay and Minnesota:</b>							1st Mortgage.....	472,000	7	Jan. & July.	New York.	1880	....
1st Mortgage.....	2,400,000	7*	Feb. & Aug.	"	1900	....	2d Mortgage.....	3,000,000	8	"	"	1899	....
<b>Greenville and Columbia:</b>							<b>Jameson &amp; Frank (L.S. &amp; M. So.):</b>						
1st Mortgage guar. by S. Car....	1,426,546	7	Jan. & July.	Columbia.	'81-'86	....	1st Mortgage guaranteed.....	468,000	7	Jan. & July.	New York.	1897	....
1st Mortgage not guaranteed....	378,766	7	"	"	'81-'86	....	2d Mortgage guaranteed.....	500,000	7	June & Dec.	"	1894	....
<b>Greenwich and Johnsonville:</b>							<b>Jefferson (Erie):</b>						
1st Mortgage.....	185,000	7	May & Nov.	New York.	1889	....	1st Mort. (Hawley Section).....	204,000	7	Jan. & July.	New York.	1887	....
<b>Gulf, Western Texas and Pacific:</b>							2d Mort. " " " " " "	84,000	7	"	"	1889	....
1st Mortgage (Construction)....	1,386,000	7*	Jan. & July.	"	1902	....	1st Mort. (Carbendale Section)...	2,000,000	7	"	"	1889	....
<b>Hannibal and Naples (T. W. &amp; W.):</b>							<b>Jeffersonville, Madison &amp; Indian:</b>						
1st Mortgage.....	675,000	7	May & Nov.	New York.	1898	....	1st Mortgage consol.....	2,474,000	7	April & Oct.	New York.	1906	....
2d Mortgage.....	225,000	7	Jan. & July.	"	1890	....	2d Mortgage consol.....	2,000,000	7	Jan. & July.	"	1910	....
<b>Hannibal &amp; Cent. Mo. (T. W. &amp; W.):</b>							1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	"	1881	....
1st Mortgage, tax free.....	1,000,000	7	May & Nov.	New York.	1890	....	<b>Jersey City and Albany:</b>						
2d Mortgage.....	250,000	7	"	"	1892	....	1st Mortgage.....	300,000	7*	Jan. & July.	New York.	1913	....
<b>Hannibal and St. Joseph:</b>							1st Mortgage (Ridgefield Park)...	300,000	7	May & Nov.	"	1912	....
Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	'77-'94	....	<b>Joliet and Chicago (C. &amp; Alton):</b>						
Missouri State Loan.....	1,500,000	6	"	"	'87-'88	....	1st Mortgage skg fund guar....	336,000	8	Jan. & July.	New York.	1882	....
Fifteen years' bonds (277 m.)...	2,714,000	6	March & Sept.	"	1885	89	<b>Junction, Philadelphia:</b>						
1st Mort. (Q. & Palm R.R. 15 m.)	800,000	8	Feb. & Aug.	"	1892	....	1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	94 1/2
1st Mort. (K. City & Cam. R.R. 55 m.)	1,200,000	10	Jan. & July.	"	1886	....	2d Mortgage not guaranteed....	300,000	6	April & Oct.	"	1900	90
General Land Mortgage (277 m.)	642,000	7	April & Oct.	"	1888	....	<b>Junction and Breakwater:</b>						
<b>Harlem Extension:</b>							1st Mort. guar. by Delaware....	352,000	6	Jan. & July.	New York.	1890	....
1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1890	....	<b>Kalamazoo, Allegan &amp; Gr. Rapids:</b>						
<b>Harrisburg &amp; Lancaster:</b>							1st Mort. assumed by L.S. & M. So.	840,000	8	Jan. & July.	New York.	1888	94 1/2
1st Mortgage, guar. by Pa. R.R..	700,000	6	Jan. & July.	Philadelphia.	1883	10							



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
<b>Kansas Pacific:</b>							<b>Louisville, Cincin. and Lexington:</b>						
1st Mort. (1st Div. 140 m.) gold..	2,240,000	8*	Feb. & Aug.	N. Y. & St. Lo.	1885	....	Bonds to State of Kentucky.....	74,519	6	Jan. & July.	New York.	Perp.	....
1st Mort. (2d Div. 253.94 m.) gold..	4,063,000	6*	June & Dec.	"	1896	....	1st Mortgage for Cincinnati Br.	3,000,000	7	"	"	1897	....
1st M. (3d Div. 244.66m. & 3,000,000a)	6,432,000	7*	May & Nov.	N. Y. L. & F.	1899	....	2d Mortgage for \$1,000,000.....	878,000	6	April & Oct.	"	1900	....
1st Mort. (1,000,000 acres).....	246,000	7*	March & Sept.	N. Y. & St. Lo.	71-76	....	Louisville Loan.....	100,000	6	Jan. & July.	"	1881	....
1st Mort. (2,000,000 acres) gold....	1,751,750	7*	Jan. & July.	N. Y. L. & F.	1880	....	1st Mort. (Louisville & Frankf.)	39,000	6	"	"	73-78	....
2d Mort. ( " ) gold.....	1,500,000	7*	March & Sept.	"	1896	....	1st Mort. (Louis., Cin. and Lex.)	21,000	8	April & Oct.	"	1902	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1893	....	1st Mortgage (Shelby R. R.)....	88,500	8	June & Dec.	"	1881	....
2d Mortgage (Gov't Subsidy).....	6,303,000	6	Jan. & July.	U. S. Treas.	95-97	....	<b>Louisville and Nashville:</b>						
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y. L. & F.	1910	....	1st Mortgage (main line 185 m.)	320,000	7	Jan. & July.	New York.	1876	....
<b>Kent County (Del.)</b>							1st Mortgage (Memph Br. 46.37m.)	96,000	7	May & Nov.	Louisville.	1875	....
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	....	1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	"	"	80-86	....
<b>Kentucky Central:</b>							1st Mort. (Memphis and Ohio)...	3,500,000	7	June & Dec.	New York.	1901	....
2d Mort. (Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	....	1st Mort. (Memp. & Clarksv. Br.)	2,425,000	6*	Feb. & Aug.	"	1902	....
3d Mortgage.....	237,000	7	June & Dec.	"	1885	....	Consol. M. for \$5,000,000 (392 m.)	6,814,000	7	April & Oct.	"	1898	....
<b>Kentucky and Great Eastern:</b>							Louisville Loan.....	849,000	6	"	"	86-87	....
Bonds for \$2,200,000.....	15,000pm	7*	Feb. & Aug.	New York.	1892	....	Louisville Loan (Lebanon Br.)	225,600	6	May & Nov.	"	1886	....
<b>Keokuk and Des Moines:</b>							Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1893	....
1st Mortgage.....	1,895,000	7	April & Oct.	New York.	1904	....	<b>Louisv., N. Al. &amp; St. Lo. Air-Line:</b>						
Funded Interest.....	258,720	8	"	"	1884	....	1st Mortgage gold, \$25,000 p. m.	2,875,000	7*	Jan. & July.	New York.	1892	....
<b>Keokuk and St. Paul (C.B. &amp; Q.):</b>							<b>Macon and Augusta:</b>						
1st Mortgage traffic guar.....	1,000,000	8	April & Oct.	Boston.	1879	....	1st Mortgage end. by Ga. R. R.	300,000	7	Jan. & July.	New York.	1877	....
<b>La Crosse, Trempealeau &amp; Prescott:</b>							1st Mortgage not endorsed.....	100,000	7	"	"	1887	....
1st Mort. assumed by C. & N. W.	1,000,000	10	April & Oct.	New York.	1877	....	Construct. Mort. end. by Ga. RR.	370,000	7	"	"	1879	....
<b>Laf. Blooming &amp; Miss. (T.W. &amp; W.):</b>							<b>Macon and Brunswick:</b>						
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	....	1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	....
<b>Laf. Muncie &amp; Bloom. (T.W. &amp; W.):</b>							1st Mort. " " " " " "	600,000	7	May & Nov.	"	1900	....
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	....	2d Mortgage.....	1,100,000	7	April & Oct.	"	1889	....
<b>Lake Erie and Louisville:</b>							Equipment Mortgage.....	150,000	7	"	"	1879	....
1st Mortgage.....	300,000	7	April & Oct.	New York.	1892	....	<b>Madison and Portage:</b>						
2d Mortgage.....	590,000	7	Jan. & July.	"	1902	....	1st Mort., guar. by Chi. and Sup.	600,000	7*	April & Oct.	New York.	1890	....
<b>Lake Ontario Shore:</b>							<b>Maine Central:</b>						
1st Mortgage (\$20,000 pr. m.)....	1,438,200	7*	Jan. & July.	New York.	1897	....	Consolidated Mortgage.....	545,800	7*	April & Oct.	Boston.	1912	....
<b>Lake Shore &amp; Michigan South'n:</b>							\$1,100,000 Loan, tax free.....	756,800	7*	Jan. & July.	"	1898	91
Sinking Fund Mortgage.....	1,600,000	7	April & Oct.	New York.	1879	....	Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	....
Consol. Mort., S.F., Registered.	4,250,000	7	J. A. J. & O.	"	1900	99 1/2	1st Mort. (Belfast & Moosehead)	150,000	6*	May & Nov.	Belfast & Bost.	1890	....
Consol. Mort., S.F., Coupon.....	1,204,000	7	Jan. & July.	"	1900	102	\$1,100,000 (A. & Ken.) Loan....	1,100,000	6	Feb. & Aug.	Boston.	88-91	....
2d Consol. Mort. for \$25,000,000.	5,205,000	7	June & Dec.	"	1903	91 1/2	1st Mortgage (Ken. & Portland.)	217,300	6	April & Oct.	Augusta.	1885	....
Bonds of 1892 (Reg. & Coupon)	1,498,000	7	April & Oct.	"	1882	....	Consol. (Port. & Kennebec.) Loan	1,166,700	6	"	Boston.	1895	....
<b>Lake Shore Dividend Bonds:</b>							2d Mort. (Somerset & Kennebec)	260,000	6	June & Dec.	"	1878	....
Reg. Mort. (Clev., Pain. & Ash.)	1,000,000	7	Jan. & July.	"	1890	101	1st Mort. (Leeds & Farmington)	633,000	6	Jan. & July.	"	1901	....
3d Mort. ( " ) " " " "	1,000,000	7	April & Oct.	"	1892	....	Bath (Androsoggin) Loan.....	425,000	6	"	"	1891	....
1st Mort. (Mich. So. & Nor. Ind.)	5,255,090	7	May & Nov.	"	1885	105 1/2	<b>Mansfield &amp; Framing. (B.C. &amp; F.):</b>						
2d Mort. ( " ) " " " "	2,692,000	7	"	"	1877	100 1/2	1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1880	88
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	"	1885	106	<b>Marietta and Cincinnati:</b>						
2d Mort. ( " ) " " " "	860,000	7	April & Oct.	"	1886	100	1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	....
Mort. Bonds (Buffalo and Erie)	200,000	7	Jan. & July.	"	1882	....	1st Mortgage Dollar.....	2,450,000	7	"	Baltimore.	1891	104 1/2
Mort. Bonds ( " ) " " " "	300,000	7	March & Sept.	"	1886	....	2d Mortgage Dollar.....	2,500,000	7	May & Nov.	"	1896	9 1/2
Mort. Bonds ( " ) " " " "	3,000,000	7	April & Oct.	"	1898	100	3d Mortgage Dollar.....	3,000,000	8	Jan. & July.	"	1890	82 1/2
1st M. (Detrit, Monroe & Toledo)	924,000	7	Feb. & Aug.	"	1876	130 1/2	4th Mortgage.....	2,004,000	8	April & Oct.	"	1908	....
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	"	1890	....	1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1896	....
1st M. (School. & Three Rivers)	100,000	8	"	"	1887	....	<b>Marietta and Pittsburg:</b>						
1st M. (Kalamaz. & Schoolcraft)	100,000	8	"	"	1887	....	1st Mortgage gold.....	1,500,000	7*	Feb. & Aug.	New York.	1895	....
1st M. (Kal. Allegan & Gr. Rap.)	840,000	8	"	"	1888	94 1/2	Marquette, Houghton & Ontonagon	150,000	8	Jun. & Dec.	New York.	1875	....
1st M. (Jamestown & Franklin)	463,000	7	"	"	var	....	Income Bonds (Marq. & Ont.)...	1,760,000	8	"	"	1892	....
2d M. ( " ) " " " "	500,000	7	June & Dec.	"	1894	....	1st Mortgage ( " ) " " " "	2,000,000	8	Jan. & July.	"	1892	....
<b>Lake Shore &amp; Tuscarawas Valley:</b>							Consolidated Mortgage.....	1,454,000	8-10	Various.	"	92-93	....
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....	<b>Massachusetts Valley (C. &amp; P. R.):</b>						
2d Mortgage.....	696,000	7	"	"	1892	....	1st Mortgage guaranteed.....	400,000	6	Jan. & July.	Boston.	1889	90
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov.	"	1892	....	<b>Maryland and Delaware:</b>						
<b>Lake Superior &amp; Mississippi:</b>							1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	....
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.-Bost. Ph	1900	43 1/2	2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	"	1900	....	<b>Massillon &amp; Cleve. (C.M. V. &amp; D.)</b>						
Income Bonds.....	3,147,000	10	"	"	1902	....	1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
<b>Lawrence (P. Ft. W. &amp; Chi.):</b>							<b>Maysville and Lexington:</b>						
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1895	....	1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	....
<b>Leavenworth, Atch. &amp; N. West'n:</b>							<b>Memphis and Charleston:</b>						
1st Mort. guar. by Pac. of Mo....	500,000	7	April & Oct.	New York.	1899	....	1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
<b>Leaven, Lawrence &amp; Galveston:</b>							2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885	....
1st Mort. skg fund conv., gold..	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	....	Tennessee State Loan.....	1,814,142	6	"	"	....	....
1st Mort. (K. C. & San. Fe) guar.	720,000	10	May & Nov.	Boston.	1890	....	Income Bonds.....	600,000	10	March & Sept.	"	73-78	....
1st Mort. (Southern Kan.) guar	160,000	8	June & Dec.	"	1891	....	<b>Memphis and Little Rock:</b>						
<b>Lehigh and Lackawanna:</b>							1st Mortgage (Land Grant)....	1,300,000	8	May & Nov.	New York.	1890	....
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....	2d Mortgage.....	1,000,000	8	"	"	....	....
<b>Lehigh Valley:</b>							<b>Michigan Air Line (Mich. Cent.):</b>						
1st Mortgage (new loan).....	4,875,000	6	June & Dec.	Philadelphia.	1898	101 1/2	1st Mort. (E. Div.) assumed.....	200,000	8	May and Nov.	New York.	1890	98
2d Mortgage for \$6,000,000.....	6,000,000	7	March & Sept.	"	1910	106 1/2	<b>Michigan Central:</b>						
General Mort. for \$400,000 (P. & E.)	5,000,000	6*	June & Dec.	London.	1923	....	1st Mortgage, convertible.....	556,000	8	April & Oct.	Boston.	1882	....
<b>Lewish. Centre &amp; Spruce C. (P. &amp; E.):</b>							1st Mortgage sinking fund conv.	2,179,000	8	"	"	1882	111
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	....	Consol. Mortgage for \$10,000,000	8,000,000	7	May & Nov.	New York.	1902	101
<b>Lexington &amp; St. Louis (A. &amp; P.):</b>							1st Mort. (M. Air L. W.D. Jassu'd)	1,900,000	8	Jan. & July.	"	1890	102 1/2

## AMERICAN RAILROAD BOND LIST.

An Asterick (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Minneapolis & St. L. (L. Sup. & M.):	\$ 700,000	7*	Jan. & July.	New York.	1911	....	N.O., Jack. & Gt. N. (N.O. St. L. & C.):	\$ 3,000,000	8	Jan. & July.	New York.	1886	....
1st Mortgage gold, guaranteed..	700,000	7*	Jan. & July.	New York.	1911	....	1st Mortgage.....	3,000,000	8	Jan. & July.	New York.	1886	....
Minnesota and North Western:	20,000pm	7*	Jan. & July.	Detroit.	1890	....	2d Mortgage for \$3,000,000.....	1,500,000	8	April & Oct.	"	1890	....
1st Mort. gold, skg fd & tax free	1,012,500	7	May & Nov.	New York.	'74-'84	....	Consol. Mort. for \$8,000,000.....	3,000,000	7*	Jan. & July.	"	1912	....
Mississippi, Cent. (N.O. St. L. & Chi.):	2,000,000	8	Feb. & Aug.	"	1886	....	New Orleans, Mobile and Texas:	4,000,000	7*	Jan. & July.	N.Y. & Lond.	1915	....
1st Mortgage.....	2,000,000	8	Feb. & Aug.	"	1886	....	1st Mort. (N. Orleans to Texas).....	7,250,000	8	"	"	1915	....
2d Mortgage.....	3,707,500	7*	May & Nov.	"	1912	....	2d Mort. endorsed by Louisiana.	2,825,000	8	"	"	1916	....
General Mort. for \$8,000,000 gold	2,040,000	7*	Jan. & July.	.....	1900	....	New York, Boston and Montreal:	6,617,500	7*	Feb. & Aug.	N.Y. or Lond.	1903	....
Mississippi, Ouachita & Red Riv.:	680,000	7	April & Oct.	Memphis.	1876	....	1st Mortgage for \$12,250,000.....	4,000,000	6*	May & Nov.	London.	1904	....
1st Mortgage gold.....	1,254,000	8	Jan. & July.	"	'81-'93	....	New York & Canada (D. & H.C.):	1,514,000	7	"	"	1905	....
Mississippi and Tennessee:	430,547	6	.....	"	.....	....	1st Mort. for £280,000, guar.....	5,936,626	6	May & Nov.	New York.	1883	95
1st Mortgage.....	800,000	7	Feb. & Aug.	New York.	1902	....	1st Mort. for New Central & Hudson R.: Debt Certificates (N. Y. Cent.)	74,500	6	May & Nov.	"	1883	102
Consolidated Mortgage.....	2,000,000	7*	June & Dec.	"	1910	....	Bonds for debts assem'd (N.Y.C.).....	592,000	6	"	"	1883	91
Tennessee State Loan.....	2,000,000	7*	June & Dec.	"	1910	....	Bonds for B. & N.F. stk ( " ).....	162,000	6	"	"	1883	98
Mississippi Valley and Western:	5,000,000	10	Jan. & July.	New York.	1889	50	Bonds for R.R. Stocks ( " ).....	243,000	6	June & Dec.	"	1887	97
1st Mortgage \$20,000 p. m.....	2,000,000	10	April & Oct.	N. Y. & Bos.	1890	....	Bonds for Real Estate ( " ).....	1,794,000	7	"	"	1885	108
Missouri, Iowa and Nebraska:	3,229,000	6*	Jan. & July.	"	1899	....	Bonds of 1854 renewed ( " ).....	159,000	7	May & Nov.	"	1875	....
1st Mortgage gold, sinking fund.	362,000	7*	June & Dec.	"	1903	....	2d Mort. (Hudson River) S. F. ....	1,950,000	7	April & Oct.	"	1891	....
Missouri, Kansas and Texas:	10,418,000	7*	Feb. & Aug.	"	1904	....	1st Mort., coup. } for \$30,000,000	3,904,000	7	Jan. & July.	"	1903	114
1st Mort. (U. Pac. & Neosho) S.F. ....	2,500,000	7	"	"	1905	....	1st Mort., Sterl'd } for \$2,000,000	9,733,333	6*	"	London.	1903	....
Consol. Land Grant, skg fd gold	600,000	7	"	"	1906	....	New York and Harlem:	103,000	6	Feb. & Aug.	New York.	1893	....
Further Add. Consol. Mort.....	5,000,000	10	Jan. & July.	New York.	1889	50	Consolidated Mortgage of 1863..	108,899	7	Jan. & July.	"	1881	....
Missouri River, Ft. Scott & Gulf:	2,000,000	10	April & Oct.	N. Y. & Bos.	1890	....	Sinking Fund Mortgage of 1861.	6,822,000	7	May & Nov.	"	1900	108
1st Mortgage, Land Grant, S. F. ....	377,500	7	Jan. & July.	Savannah.	1876	....	Consolidated Mort. of 1872.....	249,000	7*	April & Oct.	New York.	1902	....
2d Mortgage.....	300,000	8	"	New York.	1889	....	N. York, Housatonic & Northern:	2,500,000	7*	Jan. & July.	New York.	1902	....
Mobile and Girard:	2,434,000	8*	May & Nov.	New York.	1900	....	1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	100
1st Mortgage.....	800,000	8	"	"	1930	....	New York, Kingston & Syracuse:	1,000,000	7	"	"	1903	....
Mobile and Montgomery:	5,782,000	6*	May & Nov.	Mob. & Lond.	1883	....	1st Mort. for \$4,000,000.....	8,000,000	7*	Jan. & July.	New York.	1894	....
1st Mort. endor. by State of Ala.	1,532,000	8	"	"	'76-'83	....	2d Mortgage convertible.....	2,500,000	7	May & Nov.	"	1895	....
2d Mortgage.....	769,920	6*	"	"	1883	....	2d Mortgage non-convertible.....	1,500,000	7	"	"	1896	....
Tennessee Subsidy Bonds.....	1,686,000	7	Jan. & July.	N.Y. & Lond.	1901	....	3d Mort., Equipment.....	3,800,000	7	"	"	....	....
Special Mort. (Gainesville Br'h)	53,000	8	May & Nov.	Mobile.	....	....	1st Mort., (West. Extension).....	2,425,000	7	"	"	....	....
2d Mortgage.....	1,458,858	8	March.	"	1877	....	Consolidated Mortgage.....	1,200,000	7	"	"	....	....
Consol. Mort. for \$15,000,000.....	2,000,000	7	Jan. & July.	N.Y. & Lond.	1904	....	New York, Providence & Boston:	76,000	6	Feb. & Aug.	New York.	1878	....
Convertible 3 per cent. bonds.....	847,975	8	M. J. S. & D.	New York.	....	....	1st Mortgage.....	76,000	6	Feb. & Aug.	New York.	1878	....
Montclair (N. Y. and O. Mid.):	1,800,000	7*	March & Sept.	New York.	....	....	Improvement Bonds.....	1,000,000	7	Jan. & July.	"	1876	....
1st Mortgage gold, guar.....	1,800,000	7	"	"	....	....	Extension Bonds.....	250,000	6	May & Nov.	"	'78-'81	....
2d Mortgage.....	780,000	7	"	"	....	....	General Mort. for \$1,000,000.....	827,000	7	Jan. & July.	"	1899	....
Income Mortgage.....	888,400	7	"	"	....	....	Norfolk & Petersburg (A.M. & O.):	306,000	8	Jan. & July.	New York.	1877	....
Montgomery and Erie (Erie):	127,000	7	May & Nov.	New York.	1888	....	1st Mortgage.....	157,000	7	"	"	1877	....
2d ".....	47,000	7	April & Oct.	"	1887	....	2d Mortgage.....	458,000	8	"	Norfolk.	1893	....
Montgomery and Eufaula:	1,040,000	8*	March & Sept.	New York.	1886	....	North Carolina:	375,000	8	May & Nov.	Co's Shops, NC.	1878	....
1st Mortgage end. by Ala. gold.	330,000	8	June and Dec.	"	1900	....	1st Mortgage.....	820,000	8	March & Sept.	Charleston.	1899	....
1st Mortgage not endorsed.....	330,000	8	June and Dec.	"	1900	....	2d Mortgage.....	225,500	8	"	"	1899	....
Monticello and Port Jervis:	500,000	7*	J. A. J. & O.	New York.	1890	....	North Missouri (St. L., K.C. & N.):	6,000,000	7	Jan. & July.	New York.	1896	86
1st Mortgage gold, tax free.....	500,000	7*	J. A. J. & O.	New York.	1890	....	1st Mortgage.....	2,159,500	6	Jan. & July.	Philadelphia.	1885	103
Morris and Essex (D. L. & W.):	5,000,000	7	May & Nov.	New York.	1914	108	2d Mortgage.....	1,500,000	7	May & Nov.	"	1896	104
1st Mortgage sinking fund, guar.	8,000,000	7	Feb. & Aug.	"	1891	108	Chattel Mortgage.....	360,000	10	April & Oct.	"	1877	105
2d Mortgage guar.....	8,000,000	7	Feb. & Aug.	"	1891	108	General Mortgage.....	436,500	7	Jan. & July.	"	1903	....
Convertible bonds.....	383,000	7	Jan. & July.	"	1900	95	North Shore (Flush., N.S. & Cent):	155,000	7	Feb. & Aug.	New York.	1887	....
Construction bonds of 1871.....	640,000	7	April & Oct.	"	1889	100	1st Mortgage.....	1,500,000	6	Jan. & July.	Annapolis.	1885	95
General Mortgage.....	2,975,000	7	"	"	1901	....	2d Mortgage.....	1,500,000	7	May & Nov.	Baltimore.	1885	96
Special.....	1,020,000	7	"	"	....	....	Chattel Mortgage.....	360,000	10	April & Oct.	Phila. & Balt.	1900	86
Nashville, Chattanooga & St. Louis:	1,450,000	6	Jan. & July.	New York.	'74-'83	87	Income Mortgage coupon.....	1,000,000	7	April & Oct.	Baltimore.	1880	....
1st Mort., endorsed by Tenn.....	1,000,000	4	"	"	'81-'91	....	Income Mort. coupon.....	3,000,000	7	Jan. & July.	Harrisburg.	1922	....
2d Mort. (Government Subsidy)	5,900,000	7	"	"	1913	....	Consol. Mort. coupon.....	2,520,000	6*	"	Baltimore.	1900	94
New Mortgage.....	5,900,000	7	"	"	1913	....	Consol. Mort. registered.....	205,000	6*	April & Oct.	"	1900	....
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	....	Consol. Mort. S. F. ....	2,000,000	6*	Jan. & July.	Lond. & Balt.	1904	....
2d Mortgage gold.....	500,000	6*	April & Oct.	Nashville.	1887	....	Northern New Jersey (Erie):	400,000	7	Jan. & July.	Jersey City.	1878	....
Naugatuck:	103,000	7	Jan. & July.	Bridgeport.	1876	....	1st Mortgage skg fd guar.....	30,000,000	7.3	Jan. & July.	New York.	1900	27
1st Mortgage.....	103,000	7	Jan. & July.	Bridgeport.	1876	....	Northern Pacific:	140,000	6	Jan. & July.	Baltimore.	1885	....
Newark & New York (C. of N.J.):	600,000	7	Jan. & July.	New York.	1891	....	1st Mort. on R.R. & lands gold..	3,500,000	7*	"	New York.	....	....
1st Mortgage guar.....	600,000	7	Jan. & July.	New York.	1891	....	Northwestern Virginia:	400,000	6	Jan. & July.	Boston.	1877	....
Newark, Somerset & Stralrsville:	860,000	7*	May & Nov.	New York.	1889	....	3d Mort., assumed by B. and O.	150,000	7	"	"	1877	....
1st Mortgage gold.....	860,000	7*	May & Nov.	New York.	1889	....	Northwestern Union (C. & N.W.):	150,000	7	"	"	1877	....
New Bedford:	171,500	6	Jan. & July.	Boston.	1881	....	1st Mortgage.....	400,000	6	Jan. & July.	Boston.	1877	....
New Issue for \$360,000.....	285,000	7	"	"	1894	103	Construction Bonds.....	150,000	7	"	"	1877	....
Newburyport:	300,000	....	....	....	....	....	Nyack and Northern:	150,000	7	Jan. & July.	New York.	1890	....
1st Mortgage.....	300,000	....	....	....	....	....	1st Mortgage.....	150,000	7	Jan. & July.	New York.	1890	....
New Haven and Derby:	525,000	7	Various.	New Haven.	'98-'00	....	Ogdensburg and Lake Champlain:	3,000,000	8	Jan. & July.	Boston.	1878	....
1st Mortgage.....	525,000	7	Various.	New Haven.	'98-'00	....	Equipment Mortgage.....	200,000	8	"	"	1879	88
New H., Middle'n & Willman:	3,000,000	7	May & Nov.	New York.	1889	....	Equipment Mortgage.....	200,000	8	"	"	1879	88
1st Mortgage (coup. & reg.).....	880,000	7	"	"	1881	....	Sinking Fund Bonds.....	468,000	8	March & Sept.	"	1890	....
2d Mortgage.....	880,000	7	"	"	1881	....	Ohio and Mississippi:	3,067,000	7	Jan. & July.	New York.	1898	97
New Haven and Northampton:	1,000,000	7	Jan. & July.	N.Y. & N. H.	1899	....	Consolidated Mort. Bonds.....	3,566,000	7	"	"	1898	97
1st Mortgage.....	750,000	6	April & Oct.	"	'80-'82	....	Consolidated S. F. Mortgage.....	112,000	7*	"	London.	1898	....
Convertible bonds, tax free.....	250,000	7	"	"	'80-'82	....	Consolidated Mort., Sterling.....	3,672,000	7	April & Oct.	New York.	1911	80
Holyoke and Westfield bonds.....	200,000	7	"	"	1891	....	2d Consol. Mort. & S. F. Bonds.	174,000	7	"	New York.	1882	....
New Jersey Midland (N.Y. & O.M.):	3,000,000	7*	Feb. & Aug.	New York.	1895	....	Income and Funded Debt Bonds	180,000	7	May & Nov.	New York.	1883	....
1st Mortgage gold, guar.....	1,500,000	7	"	"	1881	....	Debenture Sinking Fund Bonds	580,000	7	Feb. & Aug.	Philadelphia.	1896	70
2d Mortgage.....	1,500,000	7	"	"	1881	....	Oil Creek and Allegheny River:	1,500,000	7	April & Oct.	"	1882	....
New Jersey and New York:	500,000	7*	March & Sept.	N.Y. or Lond.	1893	....	1st Mort. (Warren & Franklin).	500,000	7	Jan. & July.	"	1890	....
1st Mortgage.....	500,000	7*	March & Sept.	N.Y. or Lond.	1893	....	1st Mort. (Union & Titusville).	1,100,000	7	May & Nov.	"	1888	....
New Jersey Southern:	2,000,000	6	May & Nov.	New York.	1889	....	Consolidated Mortgage.....	1,100,000	7	May & Nov.	"	1888	....
1st Mort. (Tom's River Branch)	120,000	6	April & Oct.	"	1888	....							
2d Mortgage.....	1,000,000	7	March & Sept.	"	1881	....							
Consol. Mort. for \$7,000,000.....	6,300,000	7	April & Oct.	"	1903	....							
Income Mortgage.....	750,000	7	"	"	1881	....							
New Jersey West Line:	8,000,000	7*	May & Nov.	New York.	1900	....							
1st Mort. gold, for \$3,000,000.....	300,000	6	April & Oct.	New York.	1885	....							
New London Northern (Gen. Vt.):	500,000	6	June and Dec.	"	1892	....							
1st Mortgage.....	300,000	6	June and Dec.	"	1892	....							
2d Mortgage.....	500,000	6	June and Dec.	"	1892	....							



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Old Colony:							Philadelphia, Wilmington & Balt:						
Plain Bonds .....	1,000,000	4	March & Sept.	Boston.	1876	90 1/2	Mortgage Loan, convertible ....	318,500	6	Jan. & July.	Phila. & Bost.	1884	96 1/2
Plain Bonds .....	32,000	5	" "	"	1884		Loan of 1866 .....	400,000	6	April & Oct.	" "	1876	
Plain Bonds .....	458,000	6	April & Oct.	"	1875	99 1/2	Loan of 1867 .....	1,000,000	6	" "	" "	1887	
Plain Bonds .....	1,450,000	7	Feb. & Aug.	"	1877	101 1/2	Loan of 1872 .....	500,000	6	" "	" "	1892	
New Bonds for \$3,000,000 .....	1,192,000	7	March & Sept.	"	1894	105	Pickering Valley (Phila. & Rdy):						
Cape Cod Railroad Bonds .....	265,500	7	Feb. and Aug.	"	1881		1st Mortgage, guaranteed .....	381,500	7	April & Oct.	Philadelphia.	1900	
Omaha and Northwestern:							Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. Land Grant, Gold .....	16,000 pm	7 3/4	Jan. & July.	New York.	1901		1st Mort. (Col. & Newark Div.) .....	775,000	7	Jan. & July.	Philadelphia.	1890	
Omaha and Southwestern:							1st Mort. (Steub. & Ind.) conv. ....	3,000,000	6	Monthly.	New York.	1884	74 1/2
1st Mortgage \$20,000 p. m. ....	1,034,000	8	June & Dec.	Boston.	1896	85	2d Mortgage .....	5,000,000	7	April & Oct.	Philadelphia.	1913	
Orange, Alex. and Manassas—							Consol. Mortgage for \$10,000,000.	6,212,000	7	Feb. & Aug.	"	1900	74
See Wash. C., Va. Mid. & Gt. So							Pittsburg, Ft. Wayne & Chicago:						
Oregon and California:							1st Mortgage (Series A) .....	875,000	7	Jan. & July.	New York.	1912	110 1/4
1st Mortgage gold .....	10,950,000	7	April & Oct.	New York.	...		1st Mortgage (Series B) .....	875,000	7	Feb. & Aug.	" "	1912	
Oreage Valley & Southern Kansas:							1st Mortgage (Series C) .....	875,000	7	March & Sept.	" "	1912	
1st Mortgage (5-20 years) .....	200,000	10	Jan. & July.	New York.	1888		1st Mortgage (Series D) .....	875,000	7	April & Oct.	" "	1912	
Oshkosh & Miss. (C., M. & S. P.):							1st Mortgage (Series E) .....	875,000	7	May & Nov.	" "	1912	
1st Mortgage .....	240,000	8	Jan. & July.	New York.	1891		1st Mortgage (Series F) .....	875,000	7	June & Dec.	" "	1912	
Oswego and Rome (R.W. & O.):							2d Mortgage (Series G) .....	860,000	7	Jan. & July.	" "	1912	103
1st Mortgage .....	500,000	7	May & Nov.	New York.	1916		2d Mortgage (Series H) .....	860,000	7	Feb. & Aug.	" "	1912	
Income Mortgage .....	112,100	6	Feb. & Aug.	"	1891		2d Mortgage (Series I) .....	860,000	7	March & Sept.	" "	1912	
Oswego and Syracuse (D.L. & W.):							2d Mortgage (Series J) .....	860,000	7	April & Oct.	" "	1912	
1st Mortgage, guaranteed .....	201,000	7	May & Nov.	New York.	1885		2d Mortgage (Series K) .....	860,000	7	May & Nov.	" "	1912	
Ottawa, Oswego & Fox River:							2d Mortgage (Series L) .....	860,000	7	June & Dec.	" "	1912	
1st Mortgage guar. by C.B. & Q.	1,241,000	8	Jan. & July.	N.Y. & Bost.	1900	99	2d Mortgage (Series M) .....	860,000	7	April & Oct.	" "	1912	100
Owensboro' and Russellville:							3d Mortgage .....	2,000,000	7	April & Oct.	" "	1912	
1st Mortgage for \$1,500,000 .....	1,500,000	8	Feb. & Aug.	New York.	1892		Bridge (O. & P. R. R.) bonds .....	111,000	7	May & Nov.	Philadelphia.	1876	
Pacific of Missouri (Atl. & Pac.):							Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	New York.	1877	
1st Mortgage gold .....	7,000,000	6 1/2	Feb. & Aug.	New York.	1888	90	Equipment bonds .....	1,900,000	8	March & Sept.	"	1879	
2d Mortgage sinking fund .....	2,873,000	7	Jan. & July.	"	1891	81 1/2	Pittsburg, Va. and Charleston:						
Income Bonds .....	1,154,800	7	" "	"	1892		1st Mortgage .....	700,000	7	April & Oct.	New York.	1902	
St. Louis County Debt .....	700,000	7	Monthly.	St. Louis.	1885		Pittsburg, Wash'gton & Baltimore:						
Real Estate Bonds .....	800,000	8	May & Nov.	New York.	1892		1st Mort. (Pittsb. & Con'n'ville) .....	4,000,000	7	Jan. & July.	Baltimore.	1898	86 1/2
1st Mort. (Carondelet Branch) .....	500,000	6 1/2	April & Oct.	"	1893	72	2d Mort. do. (Balt. Loan) .....	5,000,000	6	May & Nov.	"	1902	
1st Mort. (Leav. Atch. & N.W.) .....	500,000	7	" "	"	1889		1st Mort. (Turtle Cr. Div. 10 1/2 m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	
1st Mort. (Lex. & St. Louis) gold .....	900,000	6 1/2	Jan. & July.	"	1887		Real Estate Mortgage .....	100,000	6	"	Baltimore.	1883	
Paducah and Memphis:							Plymouth, Kankakee & Pacific:						
1st Mortgage gold for \$2,805,000.	1,541,000	7 1/2	Feb. & Aug.	New York.	1902		1st Mortgage for \$3,600,000 .....	20,000 pm	7 1/2	Jan. & July.	New York.	1901	
Panama:							Port Huron and Lake Michigan:						
General Mortgage, stg £597,900.	2,889,330	7 1/2	April & Oct.	London.	1897		1st Mortgage gold, for \$1,800,000	1,800,000	7	May & Nov.	New York.	1899	
Paris and Decatur:							Portland & Ogdensb. (M. & N.H.):						
1st Mortgage gold, S. F. ....	1,200,000	7 1/2	Jan. & July.	N. Y. & Lond.	1892		1st Mort. (Maine Section) gold .....	800,000	6 1/2	Jan. & July.	Boston.	1900	
Paterson and Newark (Rte):							Consol. Mort. gold, for \$3,300,000	3,300,000	6 1/2	May & Nov.	"	1901	
1st Mortgage guaranteed .....	595,000	7	Jan. & July.	New York.	1878		Portland and Ogdensburg (Vt.):						
Pekin, Linc. & Decatur (T.W. & W.):							1st Mortgage gold, for \$2,300,000	2,300,000	6 1/2	May & Nov.	N.Y. & Bost.	1891	
1st Mortgage, guaranteed .....	1,076,000	7	Feb. & Aug.	New York.	1900		Portland and Oxford Central:						
Pemberton & Hights (U.C. of N.J.):							1st Mortgage of 1868 .....	250,000	6	Jan. & July.	Portland.	1883	
1st Mortgage guaranteed .....	160,000	7	Jan. & July.	Philadelphia.	1889		Portland and Rochester:						
Peninsular (Mich.) Railway:							1st Mort. (Portland Loan) skg fd .....	700,000	6	Jan. & July.	Boston.	1887	
1st Mortgage gold (S.F.) 1st series	1,800,000	7 1/2	May & Nov.	N.Y. or Lond.	1899		1st Mortgage (equal lien) .....	357,000	7	April & Oct.	"	1887	
1st Mortgage gold (S.F.) 2d series	979,000	7 1/2	"	"	1900		2d Mort. (Portland Loan) .....	350,000	7	Mar. & Sept.	"	1891	
Pennsylvania:							Port Royal (S. C.):						
1st Mort. (Harrisbg to Pittsb'g)	2,970,000	7	Jan. & July.	Philadelphia.	1880	104	1st Mortgage gold, skg fd .....	1,500,000	7 1/2	May & Nov.	N.Y. & Lond.	1889	
2d Mort. ( " " ) .....	2,583,600	6	April & Oct.	"	1876	101	1st Mort. gold, guar. by Ga. Co.	1,000,000	7 1/2	"	"	1889	
2d M. stg. ( " " ) .....	2,282,240	6 1/2	"	London.	1875		Portsmouth, Gt. Falls & Conway:						
General Mortgage (coup. & reg.) .....	19,558,700	6	J. A. J. & O.	Philadelphia.	1910	93	1st Mort., guar. by Eastern R.R.	470,000	7	May & Nov.	Boston.	1893	
Consolidated Mortgage .....	8,245,000	6 1/2	Jan. & July.	London.	1905		Poughkeepsie and Eastern:						
State lien for \$7,500,000, skg fd	5,401,675	5	April & Oct.	Philadelphia.	1874-90		1st Mort. gold, conv. & tax free .....	644,500	7 1/2	Jan. & July.	New York.	1910	
Pennsylvania and Delaware:							2d Mortgage .....	78,000	7	"	"		
1st Mortgage .....	360,000	7	Feb. & Aug.	Philadelphia.	1901		Providence and Worcester:						
Income Mortgage .....	3,000,000	7	April & Oct.	"	1891		1st Mortgage .....	500,000	6	Jan. & July.	Providence.	1880	
Pennsylvania & New York (L.V.):							Stoughton Branch bonds .....	1,000,000	6	"	"		
1st Mortgage guaranteed .....	1,500,000	7	June & Dec.	Philadelphia.	1896	103 1/2	Quincy, Alton and St. Louis:						
1st Mortgage guaranteed .....	1,500,000	7	"	"	1909		1st Mortgage gold .....	1,000,000	7 1/2	May & Nov.	Philadelphia.	1882	
Peoria & Bureau Val (C.R.I. & P.):							Quincy and Palmyra:						
1st Mortgage guaranteed .....	600,000	8	Jan. & July.	New York.	1877		1st Mort. assumed by H. & St. Jo.	500,000	8	Feb. & Aug.	New York.	1892	
Peoria & Hannibal (C.B. & Q.):							Quincy and Toledo (T.V. & W.):						
1st Mortgage, traffic guarantee .....	600,000	8	Jan. & July.	Boston.	1878		1st Mortgage, guaranteed .....	500,000	7	May & Nov.	New York.	1890	72
Peoria, Pekin and Jacksonville:							1st Mortgage, guaranteed .....	800,000	8	Jan. & July.	Boston.	1900	
1st Mortgage .....	1,000,000	7	Jan. & July.	New York.	1894		Reading and Columbia (P. & R.):						
2d Mort. conv. and tax free .....	1,000,000	7	April & Oct.	"	1900		1st Mort., Coupon, guaranteed .....	650,000	7	March & Sept.	New York.	1882	
Peoria and Rock Island:							2d Mort., Coupon, guaranteed .....	360,000	7	June & Dec.	Columbia.	1884	
1st Mort. gold, conv. & tax free .....	1,500,000	7 1/2	Feb. & Aug.	N.Y. & Lond.	1900		Rensselaer and Saratoga:						
2d Mortgage .....	150,000	10	Jan. & July.	New York.	1900		2d Mortgage .....	300,000	7	Jan. & July.	Troy.	1880	105
Perkiomen (Phila. and Rdy.):							3d Mortgage .....	150,000	7	"	"	1887	
1st Mortgage, guarande .....	619,000	6	April & Oct.	Philadelphia.	1897	84	1st Mort. (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.	1886	
Petersburg:							1st Mort. (Troy, Salena & Rutl.)	500,000	7	May and Nov.	"	1890	
1st Mortgage (Insta. ments) .....	341,500	8	Jan. & July.	New York.	1879-95		1st Mortgage (Glenn's Falls) .....	125,000	7	Jan. & July.	"	1894	
2d Mortgage .....	500,000	8	"	"	1902		Consol. Mort. for \$2,000,000 .....	1,925,000	7	May and Nov.	"	1921	
Philadelphia and Baltimore Cent:							Richmond and Danville:						
1st Mortgage (Penn. Div. 36 1/2 m.)	800,000	7	Jan. & July.	Philadelphia.	1879		Virginia State Loan, skg fund .....	600,000	6	Jan. & July.	Richmond.	1880	
1st Mortgage (Md. Div. 9 1/2 m.) .....	300,000	6	"	"	1891		Virginia State guar. bonds .....	167,800	6	"	"	1875	
2d Mortgage (Pa. & Md. 46 m.) .....	400,000	7	"	"	1900		1st Mort. (Piedmont Branch) .....	503,000	8	"	"	1888	
Philadelphia and Erie (Penn.):							1st Mort. (Northwestern, N.C.)	503,000	6 1/2	April & Oct.	N.Y. or Rich.		
1st Mortgage .....	1,000,000	7	Apr. and Oct.	Philadelphia.	1877		Consolidated Mortgage .....	1,766,000	6	May and Nov.	New York.	75-90	68
2d Mortgage .....	5,000,000	6	"	"	1881	92 1/2							

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Saginaw Valley and St. Louis:	\$						South Carolina:	\$					
1st Mortgage.....	245,000	8	May & Nov.	Saginaw.	1892	....	1st Mortgage Sterling.....	1,486,333	5*	Jan. & July.	London.	'82-'88	....
Saint Croix and Penobscot:							1st Mortgage (L.) currency.....	897,000	7	" " " "	New York.	'82-'88	....
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....	2d Mort. for \$3,000,000.....	615,500	7	April & Oct.	"	1902	....
2d Mort. ( " ).....	17,500	6	" " " "	"	1879	....	Domestic (G) Bonds.....	111,000	6	Jan. & July.	Charleston.	1874	....
Calais Loan (Lewey's Island)...	115,000	6	June & Dec.	"	1876	....	Domestic (I) Bonds.....	1,295,500	7	April & Oct.	"	1891	....
St. Joseph & Denver City:							Domestic (K) Bonds.....	78,000	6	Jan. & July.	"	'80-'92	....
1st Mort. (E. D.) gold tax free..	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1899	....	South Georgia and Florida:						
1st M. (W. D.) land grant, g'd tax fr	5,500,000	8*	" " " "	"	1900	....	1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
1st Mortgage.....	1,000,000	6	May & Nov.	New York	1893	....	2d Mort. " " " "	200,000	7	" " " "	"	1889	....
St. Louis, Alton and Terre Haute:							South Mountain Iron (Cumb. Val.):						
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	103	1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	"	1894	....	2d Mortgage for \$200,000.....	177,500	7	March & Sept.	"	1884	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	90	South and North Alabama.						
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	....	1st Mort., endor. by Ala., gold...	391,000	8*	Jan. & July.	New York.	1890	....
2d Mortgage Income (Series E)	1,700,000	7	" " " "	"	1884	73 1/2	Sterling Mort., guar. by L. & N.	£1,100,000	...	May & Nov.	London.	....	....
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	....	South Pacific (Atl. and Pac.):						
St. Louis, Iron Mt. and Southern:							1st Mortgage gold, assumed ....	7,189,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	93	South Shore (Mass.):						
2d Mort. ( " ).....	4,622,000	7*	May & Nov.	"	1897	71	1st Mortgage, sinking fund.....	175,000	6	April & Oct.	Boston.	'80-'81	....
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	"	1895	....	South Side, Va. (A., M. and O.):						
1st Mort. (Calro, Ark. & Tex.)	1,500,000	7*	" " " "	"	1897	....	1st preferred bonds.....	675,000	8	Jan. & July.	New York.	'84-'90	....
Consolidated Mortgage.....	1,500,000	7	" " " "	"	1899	....	2d preferred bonds.....	621,000	6	" " " "	"	'84-'90	....
St. Louis, Jacksonville & Chicago:							3d preferred bonds.....	452,800	6	" " " "	"	'84-'90	....
1st Mortgage.....	2,929,000	7	April & Oct.	New York.	1894	....	Southern Central (N. Y.):						
2d Mortgage.....	548,000	7	Jan. & July.	"	1898	....	1st Mortgage, skg fund conv.....	1,500,000	7	Feb. & Aug.	New York.	1899	....
St. Louis, Kansas City & North:							2d Mortgage.....	600,000	7	March & Sept.	"	1882	....
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	86 1/2	Southern Iowa and Cedar Rapids:						
New Mortgage.....	3,000,000	7	March & Sept.	"	1899	....	1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
St. Louis, Lawrence and Denver:							Southern of L. L.:						
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July.	New York.	1901	....	1st Mortgage.....	750,000	7	March & Sept.	New York.	1887	....
St. Louis and South Eastern:							1st Mort., Sinking Fund.....	1,500,000	7	May & Nov.	"	....	....
1st Mort. gold skg fund conv.....	2,207,000	7	May & Nov.	New York.	1894	....	Southern Minnesota:						
1st M. (Evans, D.) gold skg f'd. con	1,000,000	7	" " " "	"	1896	....	1st Mortgage land grant tax free	3,240,000	8	Apr. & Oct.	New York.	'78-'88	....
1st Mort. (Evans, Hen. & Nash.)	1,000,000	7	Jan. & July.	"	1897	....	2d Mortgage land grant.....	1,252,000	7	Jan. & July.	"	1890	....
Consol. Mort. Skg. Fund.....	2,000,000	7	Feb. & Aug.	"	1902	....	Southern (Cal.) Pacific:						
St. Louis, Van. & T. H. (T.H. & L.):							1st Mortgage gold for \$28,000,000.	10,040,000	6*	April & Oct.	New York.	....	....
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....	Southern Pennsylvania:						
2d Mortgage (A.) guaranteed....	1,600,000	7	May & Nov.	"	1898	....	1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage (B.) convertible....	1,000,000	7	" " " "	"	1898	....	2d Mortgage gold.....	88,000	7*	" " " "	"	1880	....
Income Mortgage.....	1,000,000	7	March 1.	Pittsburg.	1901	....	South Western (Conn. of Ga.):						
St. Paul and Iowa Southwestern:							Plain Bonds, various conv.....	391,000	7	various.	Macon.	'72-'88	....
1st Mortgage.....	4,500,000	7*	May & Nov.	.....	1903	....	1st Mortgage (Muscookee) conv.	300,000	7	"	"	'72-'76	....
St. Paul and Pacific 1st Division:							Spartanburg and Union:						
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	1st Mortgage, end. by S. Car ...	350,000	7	Jan. & July.	Charleston.	1879	....
1st M. (St. P. to Sauk Rap.) 80m.	700,000	7	Jan. & July.	"	1892	....	1st Mortgage not endorsed....	198,370	7	"	"	1879	....
2d M. (N. Line) 80 m. & 1st land gr.	1,200,000	7	June & Dec.	"	1892	....	Springfield, Athol & Northeast:						
1st M. (W. Line) R.R. & Lands..	3,000,000	7*	May & Nov.	London.	....	....	1st Mortgage.....	345,000	7	Jan. & July.	Boston.	'82-'91	....
2d M. (W. Line) R.R. & Lands..	9,000,000	7*	" " " "	"	....	....	1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1899	....
St. Paul, Stillwater & Taylor's F.:							2d Mortgage gold, tax free.....	446,000	7*	April & Oct.	"	1900	....
1st Mortgage.....	430,000	8	Jan. & July.	New York.	1901	....	Springfield and Northwestern:						
Salem (West Jersey):							1st Mortgage gold, skg fund....	500,000	7*	Feb. & Aug.	New York.	1901	....
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....	Staten Island:						
Salem and Lowell (B. & L.):							1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	....	Stantead, Shefford and Chambly:						
Band, Mansfield & Newark (B. & O.)							1st Mort., Guar. by Cent. Verm.	444,100	7	Jan. & July.	Boston.	1887	....
1st Mortgage guaranteed.....	2,309,743	7	Jan. & July.	New York.	1909	....	Sullivan (Central Verm.):						
Earatoga & Whitehall (R. & S.):							1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	2d Mortgage.....	250,000	6	Feb. & Aug.	"	1881	....
Savannah, Albany & Gulf (A. & G.):							Sullivan and Erie:						
Sectional Mort.....	310,000	7	Jan. & July.	New York.	Var.	....	1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
Savannah and Charleston:							Summit Branch:						
1st Mortgage (Sav. & Char.)....	500,000	7	Jan. & July.	New York.	1889	....	1st Mortgage.....	600,000	7	Jan. & July.	Philadelphia.	1904	85
State guaranteed (C. & S.) bonds.	505,000	6	March & Sept.	Charleston.	1877	....	Sunbury and Lewiston:						
Funded Interest bonds, guar....	111,800	7	" " " "	New York.	1889	....	1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Savannah, Griffin & North Ala.:							Income Mort. gold.....	200,000	6*	" " " "	"	1891	....
1st Mortgage for \$500,000 guar..	152,000	7	Jan. & July.	Macon.	1891	....	Suspens. Bridge & Erie Junc. (E.):						
Savannah and Memphis:							1st Mortgage.....	1,000,000	7	" " " "	New York.	....	....
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	....	Swedesboro (West Jersey):						
Schenectady & Susq. (D. & H. Can.)							1st Mortgage, guaranteed.....	200,000	6	June & Dec.	Camden.	....	....
1st Mortgage gold, tax free.....	400,000	7*	Jan. & July.	New York.	1900	....	Syracuse, Bing. & N.Y. (DL & W):						
Schoolcraft & Three R. (LS & MS):							1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
1st Mortgage.....	100,000	8	Jan. & July.	New York.	1887	....	2d Mortgage.....	270,000	7	June & Dec.	"	1887	....
Seaboard and Roanoke:							Syracuse and Chenango Valley:						
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1880	....	1st Mort. gold, for \$500,000....	500,000	7*	Feb. and Aug.	New York.	1891	....
Selma and Gulf:							Tebos and Neosho (M. K. & T.):						
1st Mort. (guar. by Ala.)....	1,883,000	8	April & Oct.	New York.	1890	....	1st Mortgage gold, skg fund....	1,163,000	7*	June & Dec.	New York.	1903	....
Selma, Marion and Memphis:							Terre Haute & Indianapolis:						
1st Mort. guar. by Ala.....	16,000pm	8	March & Sept.	New York.	1889	....	1st Mortgage.....	800,000	7	April & Oct.	New York.	1879	....
Selma, Rome and Dalton:							Bonds of 1873 for \$1,600,000..	516,000	7	" " " "	"	1894	....
1st Mortgage, tax free.....	3,000,000	7	April & Oct.	New York.	1887	....	Texas and Pacific:						
2d Mortgage.....	4,000,000	7	Jan. & July.	"	1891	....	1st Mortgage S. F. Gold.....	40,000pm	6*	June & Dec.	N.Y. or Lond.	1912	....
Equipment Mortgage.....	230,000	10	" " " "	"	1881	....	Toledo, Peoria and Warsaw:						
Rhamokin Valley & Pottaw. (N.C.):							1st Mortgage (Eastern Div.)....	1,600,000	7	June & Dec.	New York.	1894	81
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....	1st Mortgage (Western Div.)....	1,800,000	7	Feb. and Aug.	"	1896	69
1st Mortgage extension.....	694,000	8	April & Oct.	"	1896	....	2d Mort. conv. ( " ).....	1,300,000	7	April & Oct.	"	1886	....
Shenango and Allegheny:							Equipment Mort. sinking fund..	94,000	8	Jan. & July.	"	1879	....
1st Mortgage for \$1,000,000.....	795,000	7	April & Oct.	New York.	1889	....	Consol. Mort. for \$3,200,000....	1,500,000	7	May & Nov.	"	1910	40
Shenepaug Valley (Cug Valley													



**The Letter (g) affixed to Rate of Interest Signifies "Payable in GOLD."**

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Troy & Bennington (T. & B.):	\$						Western Maryland:	\$					
1st Mortgage skg fund, guar....	59,700	7	Jan. & July.	Troy.	1878	...	1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	63 1/2
Troy and Boston:							1st Mort. endor. by Balt.....	200,000	6	" "	" "	1890	...
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	...	2d Mort. ".....	300,000	6	" "	" "	1890	...
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	...	2d Mort. endor. by Wash. Co.....	300,000	6	" "	" "	1890	92
3d Mortgage.....	650,000	7	May and Nov.	" "	1875	...	2d Mortgage preferred.....	600,000	6	" "	" "	1895	...
Convertible Bonds.....	648,000	7	" "	" "	1862	...	3d Mortgage endor. by Balt.....	875,000	6	" "	" "	1900	99
Troy, Salem & Rutland (R. & S.):							4th Mortgage.....	1,000,000	6	" "	" "	1900	...
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	...	Western Pacific (Gen. Pac.):						
Troy Union (and Depot):							1st Mort., assumed.....	2,735,000	60	Jan. and July.	New York.	1899	87 1/2
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	...	1st Mortgage (Chl., M. & St. P.):						
Tuckerton:							1st Mortgage for \$5,000,000.....	3,500,000	7	Jan. and July.	New York.	1896	...
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	...	West Jersey:						
Union Pacific:							Debenture bonds guar. by C. & A.	400,000	6	March & Sept.	Camden.	1883	85
1st Mortgage gold, tax free.....	27,213,000	60	Jan. & July.	N. Y. & Bos.	'96-'99	92 1/2	1st Mortgage.....	1,000,000	6	Jan. and July.	" "	1896	...
1st Mort. Land Grant.....	8,578,000	6	Apr. and Oct.	" "	1887	89 1/2	1st Mortgage (Salem) guar.....	100,000	6	" "	Philadelphia.	1873	...
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S. Treasury.	'96-'99	92 1/2	1st Mort. (Swedesboro) guar.....	200,000	6	" "	Camden.	...	...
3d Mortgage Sinking Fund.....	10,000,000	8	March & Sept.	New York.	1894	77 1/2	2d Mort. (Cape May & Millville)	400,000	7	Apr. and Oct.	" "	1899	102 1/2
Omaha Bridge B'ds, atg \$500,000	2,500,000	8	Apr. and Oct.	London.	1896	...	Consolidated Mortgage.....	1,000,000	7	" "	" "	...	...
Union Pacific (Central Div.):							West Wisconsin:						
1st Mortgage gold, tax free.....	1,600,000	60	May and Nov.	New York.	1895	...	1st Mort. land gr., gold skg fund	3,900,000	70	Jan. and July.	N.Y. or Lond.	1887	...
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	U.S. Treasury.	'96-7-8	...	1st Mort. (Southern Extension).	640,000	70	" "	" "	1902	...
Union Pacific, S. B. (M. & T.):							White Water Valley:						
1st Mortgage gold, skg fund.....	3,220,000	60	Jan. & July.	New York.	1899	...	1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	...
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	...	Wico Mico and Pocumoke:						
United N. J. R. R. & Canal Cos.:							1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	...
Loan of 1901 (United Compan's)	3,000,000	6	March & Sept.	Philadelphia.	1901	...	Williamston and Tarboro':						
Sterling Loan \$369,200 (U. Co's)	1,846,000	50	" "	London.	1894	...	1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	...
Sterling Loan \$360,000 ( " )	1,800,000	60	" "	" "	1894	...	Wilmington, Colum. & Augusta:						
Loan of 1894 Sk. Fund ( " )	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	...	1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	66
Loan of 1888 (United Compan's)	154,000	6	Feb. and Aug.	" "	1888	...	1st Mortgage.....	1,250,000	7	Apr. and Oct.	Philadelphia.	1900	63 1/2
Bond to State of N. Jer. (U. Co's)	500,000	7	(Due 90 days	after demand.)	...	...	2d Mortgage coupon or regis....	1,560,000	7	Jan. and July.	" "	1902	17
Loan of 1875 (Joint Companies)	675,000	6	Apr. and Oct.	Philadelphia.	1875	100 1/4	Wilmington and Weldon:						
Sterling S.F. \$262,000 (C. & A. M.)	1,310,000	60	Feb. and Aug.	London.	1880	...	Sterling Bonds.....	648,700	60	Jan. and July.	London.	1881	...
Loan of 1883 (Camden & Amb'y)	1,700,000	6	" "	Philadelphia.	1883	95	Sterling Bonds.....	221,400	70	May and Nov.	" "	1886	...
Loan of 1889 ( " )	866,000	6	June & Dec.	Princeton.	1889	91	Sinking Fund gold, Bonds.....	749,000	70	Jan. and July.	New York.	1896	95
Mort. Loan ( " )	5,000,000	6	May and Nov.	Philadelphia.	1889	101 1/4	Wilmington and Western (Del.):						
Loan of '75 (N. J. R. R. & T. Co.)	300,000	6	Feb. and Aug.	New York.	1875	...	1st Mortgage.....	500,000	7 1/2	J. A. J. & O.	Phil. & Wilm.	1892	...
Loan of '78 ( " )	450,000	6	" "	" "	1875	...	Winona & St. Peter (C. & N. W.):						
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over Due.)	...	...	1st Mortgage \$20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1890	...
Utah Central:							2d Mortgage \$12,000 p. m.....	1,145,000	7	May and Nov.	" "	1890	...
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	...	Land Grant Mort. gold, skg fund	4,375,000	70	June & Dec.	" "	1916	...
Utah Southern:							Wisconsin Central:						
1st Mortgage.....	660,000	7	Jan. & July.	Salt Lake City	1891	...	1st M. L. G. gold S. F. \$25,000pm	2,931,000	70	Jan. and July.	Boston.	1901	...
Utica and Black River:							Worcester (Md.):						
1st Mortgage.....	200,000	7	Jan. & July.	N. Y. & Utica.	1878	...	1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	...
Bonds of 1871 (2d issue).....	575,000	7	" "	" "	1891	...	Worcester and Nashua:						
Utica, Ithaca and Elmira:							Plain Bonds.....	125,000	7	Jan. and July.	Boston.	1881	...
1st Mortgage gold, skg fund.....	25,000pm	70	Jan. & July.	N. Y. & Lond.	1892	...	Plain Bonds.....	75,000	6	" "	" "	1881	...
Vermont Cent. - See Central Vt.							Plain Bonds.....	150,000	6	May and Nov.	" "	1887	...
Vermont and Massachusetts:							Plain Bonds.....	150,000	7	Apr. and Oct.	" "	1893	...
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	90 1/2	CANAL BONDS.						
Convertible bonds, tax free.....	200,000	7	" "	" "	1879	103 1/2	Chesapeake and Delaware:						
Convertible bonds.....	150,000	7	" "	" "	1885	103 1/2	1st Mortgage sinking fund.....	1,993,750	6	Jan. and July.	Philadelphia.	1886	...
Vicksburg and Meridian:							Chesapeake and Ohio:						
General { 1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	...	Sterling Loan guaranteed.....	4,375,000	50	J. A. J. & O.	London.	1890	...
2d series (blue).....	850,000	7	" "	" "	1890	...	Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1885	...
Mortgage { 3d series (black).....	138,000	7	" "	" "	1890	...	Delaware Division (L.O. & N.):						
4th series (not end.).....	1,141,700	7	Apr. and Oct.	" "	1890	...	1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	...
Special Loan 1871.....	213,000	8	Jan. and July.	" "	1880	...	Delaware and Hudson:						
Vineyard:							1st Mort. (1st series, Nov. 1, '87	1,500,000	7	May and Nov.	New York.	1877	...
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	...	regis. { 2d series, July 1, 1889	3,500,000	7	Jan. and July.	" "	1884	107
Virginia & Tennessee (A.M. & O.):							tered. { 3d series, Jan. 1, 1871	3,500,000	7	" "	" "	1891	107
Enlarged Mortgage.....	990,000	6	Jan. and July.	N.Y. & Lynch.	1884	80	Debentures Sterling.....	3,000,000	60	" "	London.	1875	...
4th Mortgage.....	870,000	8	March & Sept.	" "	1900	78	Debentures.....	850,000	7	Apr. and Oct.	New York.	1878	...
Registered Certificates.....	118,295	8	Jan. and July.	" "	1875	...	Lehigh Coal and Navigation:						
Funded Interest.....	225,300	8	" "	" "	1880	...	Mortgage Loan of 1877.....	762,779	6	June & Dec.	Philadelphia.	1877	92 1/2
Income Mortgage (fundable).....	92,500	8	" "	" "	1866	...	Convertible Bonds.....	692,100	6	" "	" "	1882	...
Walkkill Valley (Erie):							Convertible Loan, gold.....	856,000	60	March & Sept.	" "	1894	103 1/2
1st Mortgage gold, tax free.....	810,500	70	Apr. and Oct.	New York.	1901	...	1st Mortgage, registered.....	5,566,277	6	J. A. J. & O.	" "	1884	100
Warren (D. L. & W.):							1st Mortgage, reg. (R. R.).....	2,400,000	6	F. M. A. & N.	" "	1897	96 1/2
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	...	Mortgage (equip. Loan, gold.....	4,916,500	60	June & Dec.	" "	1897	97 1/2
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	" "	1900	...	Consolidated Mortgage.....	199,000	6	" "	" "	1911	...
Warren & Franklin (O.C. & Allr.):							Greenwood Mortgage Loan.....	796,000	6	Feb. and Aug.	" "	1892	...
1st Mortgage, assumed.....	1,500,000	7	Apr. and Oct.	Philadelphia.	1882	...	Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	" "	1877	...
Warwick Valley (Erie):							Monongahela Navigation:						
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	...	1st Mortgage.....	103,000	6	Jan. and July.	New York.	188	...
Wasatch and Jordan Valley:							Morris (and Banking):						
1st Mortgage.....	150,000	90	May and Nov.	New York.	1893	...	1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	100
Washington City, Va. Mid. & Gt. So.:							2d Mortgage.....	285,000	6	Feb. and Aug.	" "	1876	...
1st Mort. (O. Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	52	Boat Loan, sinking fund.....	236,965	7	Apr. and Oct.	" "	1899	101
2d Mort. ( " )	350,000	7	" "	" "	1891	...	Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	" "	1887	...
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	" "	1873	88 1/2	Pennsylvania:						
2d Mort. ( " )	1,200,000	6	Jan. and July.	" "	1875	...	1st Mortgage skg fund guar.....	2,805,000	6	Jan. and July.	Philadelphia.	1910	72
3d Mort. ( " )	600,000	8	May and Nov.	" "	1873	76	1st Mortgage (Wy. Val. Can.).....	600,000	6	" "	" "	1878	...
4th Mort. ( " )	700,000	8	March & Sept.	" "	1880	60	Schuylkill Navigation (Ph. & Rdg):						
Funded Coupons (do.)	722,664	...	" "	" "	...	...	1st Mortgage.....	1,714,390	6	March & Sept.	Philadelphia.	'82-'97	80
1st Mort. (Lynchbg & Danville)	521,000	...	Apr. and Oct.	" "	1896	...	2d Mortgage.....	3,990,392	6	Jan. and July.	" "	'82-'07	...
Virginia State Loan.....	249,982	7	Jan. and July.	" "	'92-'93	...	Plain Bonds.....	47,733	6	" "	" "	1876	...
Washington and Ohio:							Improvement bonds.....	269,000	6	May and Nov.	" "	1880	57
1st Mort. (Alex. Lou. & Ham.)	47,000	7	May and Nov.	New York.	1898	...	Boat and Car Loan.....	756,650	6	" "	" "	1913	...
1st Mortgage for \$9,000,000.....	208,000	70	Apr. and Oct.	" "	1901	...	Boat and Car Loan.....	821,600	7	" "	" "	1915	88 1/2
Westchester and Philadelphia:							Coupon Bonds.....	1,200,000	6	Jan. and July.	" "	1895	76 1/2
General Mortgage, tax free.....	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	105	Susquehanna and Tide Water:						
Western North Carolina:							2d Mortgage (Maryland Loan).....	1,000,000	6	Jan. and July.	Phila. & Balt.	1885	73 1/2
1st Mortgage.....	850,000	8	Jan. and July.	.....	1890	...	3d Mortgage (Susqueh. Canal)	1,811,000	6	" "	" "	1878	...
Western of Alabama:							Pref. Int. B'ds ( " )	324,810	6	" "	" "	1894	...
1st Mortgage (Western R.R.).....	600,000	8	Apr. and Oct.	New York.	1888	...	Union:						
1st Mortgage (M. & W. Point R.R.)	750,000	8	" "	" "	1881	...	1st Mortgage.....	3,000,000	6	May and Nov.	Philadelphia.	1883	...
2d Mortgage (consols guar.).....	1,158,000	8	" "	" "	1900	...	West Branch & Susque. (Penn.):						
Income Mortgage.....	602,900	8	Various.	" "	Var.	...	1st Mortgage.....	450,000	6	Jan. and July.	Philadelphia.	1878	...
Western Pennsylvania (Penn.):							2d Mortgage.....	298,000	6	" "	" "	188	...
1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	76							
1st Mortgage (Pittsbg. Branch).	1,000,000	6	Jan. and July.	" "	1896	...							

## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c.

**Rolling Stock**—securing in the column headed "Rolling Stock" signifies that the east thereof is included, in that headed "Railroad." A dash (—) across the column signifies "all" and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italics," State-aid Railroads are distinguished by a "s."

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Dec. 31, 1873	1874	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	2874	2875	2876	2877	2878	2879	2880	2881	2882	2883	2884	2885	2886	2887	2888	2889	2890	2891	2892	2893	2894	2895	2896	2897	2898	2899	2900	2901	2902	2903	2904	2905	2906	2907	2908	2909	2910	2911	2912	2913	2914	2915	2916	2917	2918	2919	2920	2921	2922	2923	2924	2925	2926	2927	2928	2929	2930	2931	2932	2933	2934	2935	2936	2937	2938	2939	2940	2941	2942	2943	2944	2945	2946	2947	2948	2949	2950	2951	2952	2953	2954	2955	2956	2957	2958	2959	2960	2961	2962	2963	2964	2965	2966	2967	2968	2969	2970	2971	2972	2973	2974	2975	2976	2977	2978	2979	2980	2981	2982	2983	2984	2985	2986	2987	2988	2989	2990	2991	2992	2993	2994	2995	2996	2997	2998	2999	3000	3001	3002	3003	3004	3005	3006	3007	3008	3009	3010	3011	3012	3013	3014	3015	3016	3017	3018	3019	3020	3021	3022	3023	3024	3025	3026	3027	3028	3029	3030	3031	3032	3033	3034	3035	3036	3037	3038	3039	3040	3041	3042	3043	3044	3045	3046	3047	3048	3049	3050	3051	3052	3053	3054	3055	3056	3057	3058	3059	3060	3061	3062	3063	3064	3065	3066	3067	3068	3069	3070	3071	3072	3073	3074	3075	3076	3077	3078	3079	3080	3081	3082	3083	3084	3085	3086	3087	3088	3089	3090	3091	3092	3093	3094	3095	3096	3097	3098	3099	3100	3101	3102	3103	3104	3105	3106	3107	3108	3109	3110	3111	3112	3113	3114	3115	3116	3117	3118	3119	3120	3121	3122	3123	3124	3125	3126	3127	3128	3129	3130	3131	3132	3133	3134	3135	3136	3137	3138	3139	3140	3141	3142	3143	3144	3145	3146	3147	3148	3149	3150	3151	3152	3153	3154	3155	3156	3157	3158	3159	3160	3161	3162	3163	3164	3165	3166	3167	3168	3169	3170	3171	3172	3173	3174	3175	3176	3177	3178	3179	3180	3181	3182	3183	3184	3185	3186	3187	3188	3189	3190	3191	3192	3193	3194	3195	3196	3197	3198	3199	3200	3201	3202	3203	3204	3205	3206	3207	3208	3209	3210	3211	3212	3213	3214	3215	3216	3217	3218	3219	3220	3221	3222	3223	3224	3225	3226	3227	3228	3229	3230	3231	3232	3233	3234	3235	3236	3237	3238	3239	3240	3241	3242	3243	3244	3245	3246	3247</
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## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

*the asterisk (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."*

[illegible]



Apr. 30, 1873	May 31, 1873	June 30, 1873	July 31, 1873	Aug. 31, 1873	Sept. 30, 1873	Oct. 31, 1873	Nov. 30, 1873	Dec. 31, 1873	1873	1874	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	2874	2875	2876	2877	2878	2879	2880	2881	2882	2883	2884	2885	2886	2887	2888	2889	2890	2891	2892	2893	2894	2895	2896	2897	2898	2899	2900	2901	2902	2903	2904	2905	2906	2907	2908	2909	2910	2911	2912	2913	2914	2915	2916	2917	2918	2919	2920	2921	2922	2923	2924	2925	2926	2927	2928	2929	2930	2931	2932	2933	2934	2935	2936	2937	2938	2939	2940	2941	2942	2943	2944	2945	2946	2947	2948	2949	2950	2951	2952	2953	2954	2955	2956	2957	2958	2959	2960	2961	2962	2963	2964	2965	2966	2967	2968	2969	2970	2971	2972	2973	2974	2975	2976	2977	2978	2979	2980	2981	2982	2983	2984	2985	2986	2987	2988	2989	2990	2991	2992	2993	2994	2995	2996	2997	2998	2999	3000
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## PREFERRED &amp; GUARANTEED STOCKS

(Marked thus (\*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

COMPANIES.	Amount of stock issued.	Rate.	Div'ds	Market Price.
<b>RAILROAD STOCKS:</b>				
Atlantic and Great Western, pref.	10,000,000	7		
Atlantic, Mississippi and Ohio, pref.	800,000	7		
Atlantic, Mississippi and Ohio, guar.	276,200	7		
Atlantic and Pacific, preferred	10,000,000	7	16	
Atlantic and St. Lawrence, * guar.	3,994,900	4		
Baltimore and Ohio, * preferred	3,562,800	6	105	
Berkshire, * guaranteed	600,000	7		
Blossburg and Corning, * guaranteed	250,000	5		
Boston, Concord and Montreal, pref.	800,000	6	84	
Buffalo, New York and Erie, * guar.	950,000	7		
Catawissa, * pref. and guar.	1,159,500	7	80	
Camden and Amboy, * guaranteed	6,847,900	10	129	
Camden and Atlantic, preferred	783,549	7	87	
Cayuga and Susquehanna, * guar.	689,110	9		
Cedar Rapids and Missouri River, preferred and * guaranteed	789,600	7		
Central of New Jersey, * guar.	20,000,000	10	108	
Central Ohio, * preferred	411,550	6	88	
Chemung, * guaranteed	380,000	6		
Chesapeake, preferred	2,183,200	7	70	
Chicago and Alton, * preferred	2,426,400	10	109	
Chicago, Iowa & Nebraska, * guar.	3,916,300	8	89	
Chicago and North-Western, pref.	21,484,113	7	60	
Cinc. Sand. and Cleveland, pref.	429,000	6	25	
Cleveland and Mahoning, * guar.	2,069,200	7		
Cleveland and Pittsburgh, * guar.	11,236,150	7	88	
Cumberland Valley, 1st preferred	241,900	8		
" 2d preferred	243,000	8		
Dayton and Michigan, pref. & guar.	922,400	8		
Delaware, * guaranteed	1,315,390	6		
Detroit and Milwaukee pref. & guar.	2,617,140	6		
Dubuque and Sioux City, * guar.	5,000,000	3	60	
Dubuque South-Western, pref.	590,315	8		
Eastern (N. H.), * guaranteed	492,500	6	46	
Elmira, Jeff. and Canad. * guar.	500,000	5		
Elmira & Williamsport, pref. & guar.	500,000	7	76	
" com. & * guar.	500,000	5		
Erie Railway, preferred	8,536,910	7	43	
Erie and Pittsburgh, * guar.	2,000,000	7		
Evansville and Crawfordsville, pref.	100,000	7		
Hannibal and St. Joseph, pref.	2,167,700	7	34	
Harrisburg and Lancaster, * guar.	1,182,550	7	102	
Housatonic, preferred	1,180,000	8	98	
Huntington & Broad Top Mtn, pref.	190,750	7	25	
Jeff. Mad. & Indianapolis, * guar.	2,000,000	7		
Joliet and Chicago, * guar.	1,500,000	7	98	
Joliet and Northern Indiana, * guar.	300,000	8		
Little Miami, Col. and Xenia, * guar.	6,394,450	8		
Louisv., Cincinnati and Lex. pref.	851,000	9		
Marietta and Cincinnati, 1st pref.	8,101,850	6	16	
" 2d pref.	4,438,250	6	8	
Mich. Southern, (Lake Shore) guar.	533,500	10		
Mill Creek, * guaranteed	323,375	10		
Milwaukee and St. Paul, preferred	12,274,483	7	56	
Mine Hill, * guaranteed	3,856,450	8	108	
Montclair, * guaranteed	2,000,000	7		
Morris and Essex, * guar.	16,000,000	7	96	
Nesquehoning Valley, * guar.	2,000,000	10	110	
Newark and New York, * guar.	1,000,000	7		
Newcastle and Beaver Valley, * guar.	605,000	10		
New Jersey, * guaranteed	7,296,200	10	130	
New London Northern, * guar.	971,400	10	105	
New York & Harlem, * pref. & guar.	1,500,000	8	127	
" com. & * guar.	8,500,000	6	127	
Niagara Br. & Canandaigua, * guar.	1,000,000	8		
North Eastern (S. C.), preferred	105,000	8		
Northern New Jersey, * guar.	1,000,000	10		
Norwich and Worcester, * guar.	2,923,400	7	43	
Ogdensburg & Lake Champlain, * guar.	3,077,000	8	87	
" pl. & * guar.	2,000,000	8	87	
Ohio and Mississippi, preferred	4,030,000	7	64	
Oswego and Syracuse, * guar.	1,144,400	9		
Panama, guaranteed	7,000,000	12	114	
Faterson and Hudson, * guar.	630,000	8	84	
Pemberton and Hightstown, * guar.	342,000	6		
Peoria and Bureau Valley, * guar.	1,200,000	8		
Philadelphia and Erie, preferred	2,400,000	12	122	
Phila. Germantown & Norristown, * guar.	2,231,900	10	110	
Philadelphia and Reading, * pref.	1,551,687	10		
Philadelphia and Trenton, * guar.	1,259,100	7	94	
Pittsburg, Ft. Wayne & Chic., * guar.	22,214,285	7	86	
Pittsfield and North Adams, * guar.	450,000	10	111	
Portland, Saco & Portsmouth, * guar.	1,500,000	10		
Rochester & Genesee Valley, * guar.	557,500	7	20	
Rutland, * preferred and guaranteed	4,300,000	7	27	
St. Louis, Alton & Terre Haute, * guar.	2,468,400	7		
St. Louis, Jacksonv. & Chi., * pref. & guar.	1,054,100	7		
St. Louis, Kansas City & Nor., pref.	12,000,000	5	25	
Schuykill Valley, * guaranteed	576,000	6		
Shamokin V. & Pottsville, * guar.	869,450	6		
Toledo, Peoria & Warsaw, 1st pref.	1,700,000	7		
" 2d pref.	1,000,000	7		
Toledo, Wabash and Western, pref.	1,000,000	7	41	
Warren, * guaranteed	1,800,000	7	90	

## CANAL STOCKS.

Delaware Division, * guar.	1,633,350	8	8
Delaware and Baltimore, * guar.	5,847,500	10	
Morris, preferred and * guaranteed	1,175,000	10	125
" com. and * guar.	1,635,000	4	60
Schuykill Navigation preferred	2,909,977	6	26

## WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, 1½ per ton; Polished Sheet, 5 cents per lb.; Galvanized, 2½; Scrap Cast, 35; Scrap Wrought, 35 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness.....per ton 40	@	—
Gartsherrie.....	@	—
Summerlee.....	@	—
Carnbroe.....	@	—
Langloan.....	@	—
Glengarnock.....	37	@ 38
Eglinton.....	35 50	@ 36
Pig, American, No. 1.....	25	@ 26
Pig, American, No. 2.....	22	@ 24
Pig, American, Forge.....	21	@ 23
Bar, Refined, English and American.....	@	—
Bar, Sweden, assorted sizes.....(gold) 115	@	120

Bar, Sweden, ordinary sizes.....	130	@ 140
Bar, Sweden, Plover sizes.....	145	@ 150
Bar, Refined, 1½ to 2 in. rd. & sq. 1 to 6		
Inch x 1 to 1 in.....	65	@ —
Bar Refined, 1½ to 6 by 1½ & 5-16 in.....	70	@ —
Bar Refined, 1½ & 1½ by 1½ & 5-16.....	70	@ —
Large Rounds, 2½ to 3½ & 4 in.....	72 50	@ 87 50
Scroll.....	80	@ 125
Ovals and Half-round.....	82 50	@ 92 50
Band, 1 to 6 in. by 3-16 to No. 12.....	80	@ —
Horse Shoe.....	95	@ —
Rods, 1½ to 1½ in.....	67 50	@ 120
Hoop, 1½ by No. 22 to 1½ by 13 & 14.....	87 50	@ 135
Nail Rod.....	7	@ 8
Sheet Russia, as to assortment.....(gold)	—	@ 14
Sheet, Single, D. and T. Common.....	44	@ 5
Sheet, Double and Treble, Charcoal.....	5	@ 5
Sheet Galvanized 1st and 2d quality, List 20 to 35 p. ct. disc.		
Rails, English.....(gold).....per ton 48	@	49
Rails, American, at Works in Penna. c'y. 50	@	—

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store Prices.)

English, Cast, (2d and 1st quality).....per lb.	16	@ 17
English Spring (2d and 1st quality).....	64	@ 84
English Blister (2d and 1st quality).....	10	@ 14
English Machinery.....	11	@ 11
English German (2d and 1st quality).....	11	@ 11
American Blister.....	—	@ 9
American, Cast, Tool.....	—	@ 16
American, Cast Spring.....	—	@ 10
American Machinery.....	—	@ 11
American German Spring.....	—	@ —

NAILS—Duty: Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 60d. Com. Fence & Sheath per keg.	3 40	@ 3 50
6d. and 9d. ".....	—	@ 3 85
6d. and 7d. ".....	—	@ 4 10
4d. and 6d. ".....	—	@ 4 40
3d. and 4d. Light.....	—	@ 5 10
3d. Fine.....	—	@ 5 85
2d.....	—	@ 6 60
Cut Spikes, all sizes.....	—	@ 3 85

TIN—Duty: Pig, Bars and Block, FREE; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Bianca.....(gold) per lb.	—	@ 26
Straits.....(gold).....	22	@ 22
English, L. & F.....(gold).....	21	@ 21
English, Refined.....(gold).....	22	@ 22
Plates—Fair to good brands.....	Gold.	
I. C. Charcoal.....per box.	9 62	@ 10
I. C. Coke.....	7 75	@ 8
Coke Terne.....	6	@ 7 50
Charcoal Terne.....	8 50	@ 8 75

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude 40@48 gravity (in bulk).....	5	@ 51
Crude 40@47 gravity (in shipping order).....	8	@ 9
Refined, Standard White (in ship's order).....	11	@ 11
Refined, S. W. (in jobbing lots).....	11	@ 14
Refined, S. W. (in tin).....	16	@ 19
Naphtha, Refined (65@73 gravity).....	9	@ 10
Residuum.....(in shipping order) per gall.	6	@ 7

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.

Copper, New Sheathing, (over 12 oz.) per lb.	—	@ 28
Copper, Bolts.....	—	@ 30
Copper, Braziers' (over 16 oz.).....	—	@ 30
Copper, Nails.....	37	@ 38
Copper, Old Sheathing, &c., mixed lots.....	—	@ 23
Copper, American Ingot Lake.....	23	@ 23
Copper, English Pig.....	—	@ —
Yellow Metal, New Sheathing & bronze.....	21	@ 22
Yellow Metal, Bolts.....	—	@ 28
Yellow Metal, Nails, Sheathing & Slating.....	—	@ 22

LEAD—Duty: Pig, 2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish Ordinary.....(gold) per 100 lb.	6 75	@ 6 87
German Ordinary.....(gold).....	6 75	@ 6 87
English.....(gold).....	6 75	@ 6 87
Foreign Refined.....(gold).....	7 12	@ 7 25
Domestic.....(gold).....	6 12	@ 6 20

COAL—Duty: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, FREE; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Liverpool Gas Cannel.....	12	@ —
Liverpool House Cannel.....	18	@ —
Anthracite (by cargo).....per ton of 1,000 lb.	5	@ 6 50

## New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 23.

	Th. 17.	F. 18.	Sat. 19.	M. 21.	Tu. 22.	W. 23.
Atlantic & Pacific pref. . . . .	16	16	16	16	16	16
Central Pacific 6s. . . . .	95	95	95	95	95	95
Central of N. Jersey. . . . .	107	108	107	107	108	108
.. 1st mort. . . . .	102	102	102	102	102	102
Chesapeake & Ohio 1 m. . . . .	105	105	105	105	105	105
Chicago & Alton. . . . .	104	104	104	104	104	104
.. pref. . . . .	104	104	104	104	104	104
.. 1 M. . . . .	104	104	104	104	104	104
.. S. F. . . . .	104	104	104	104	104	104
.. Inc. bds. . . . .	104	104	104	104	104	104
Chicago, Burl. & Q. . . . .	107	107	107	107	107	107
.. 8s, 1883 . . . . .	114	114	114	113	114	114
Chic. & Northwestern. . . . .	46	45	43	44	46	46
.. pref. . . . .	61	59	59	59	59	60
.. 1st M. . . . .	89	89	89	89	89	89
.. S. F. . . . .	89	89	89	89	89	89
.. Consol. . . . .	89	89	89	89	89	89
.. gold. 82 . . . . .	81	81	81	81	81	81
Chic. Rock Isl. & Pac. 101	101	100	101	101	101	101
.. 7s, 1896. . . . .	108	108	108	108	108	108
Clev., Col., C. and Ind. . . . .	68	68	68	68	68	68
Clev. & Pittsburg guar. . . . .	88	88	88	88	88	88
.. 2 M. . . . .	88	88	88	88	88	88
.. 3 M. . . . .	88	88	88	88	88	88
.. 4 M. . . . .	88	88	88	88	88	88
Clev. and Toledo. . . . .	88	88	88	88	88	88
.. S. F. 7s. . . . .	9	9	9	9	9	9
Col., Chi., & Ind. C. 9	9	9	9	9	9	9
.. 1 M. . . . .	68	67	67	67	68	68
.. 2 M. . . . .	68	68	68	68	68	68
Del. & Hudson Canal . . . . .	116	116	116	116	116	116
Del. Lack. & Western. . . . .	109	109	109	109	109	109
.. 1 M. 7s. . . . .	109	109	109	109	109	109
.. 2 M. 7s. . . . .	109	109	109	109	109	109
Erie Railway. . . . .	27	27	27	27	27	27
.. pref. . . . .	27	27	27	27	27	27
.. 1 M. 7s, 1897. . . . .	103	103	103	103	103	103
.. 2 M. 7s, 1879. . . . .	101	101	101	101	101	101
.. 3 M. 7s, 1883. . . . .	100	100	100	100	100	100
.. 4 M. 7s, 1880. . . . .	97	97	97	97	97	97
.. 5 M. 7s, 1888. . . . .	97	97	97	97	97	97
.. 7s, con. gold. . . . .	97	97	97	97	97	97
Great Western 2d mort. . . . .	62	62	62	62	62	62
Hannibal & St. Joseph. . . . .	25	24	24	25	25	25
.. pref. . . . .	34	34	34	34	34	34
.. 8s, conv. . . . .	89	89	89	89	89	89
Hudson River. . . . .	105	105	105	105	105	105
.. 2 M. S. F. . . . .	105	105	105	105	105	105
Illinois Central . . . . .	97	97	97	97	97	97
.. 7s . . . . .	98	98	98	98	98	98
Lake Shore & Mich. S'th. 50	79	79	79	80	80	80
.. Consol. 7s. . . . .	102	102	102	102	102	102
.. reg. . . . .	99	99	99	99	99	99
.. 2d consol. . . . .	91	91	91	91	91	91
Michigan Central. . . . .	81	80	80	80	80	80
.. S. F. 8s, 1882. . . . .	101	101	101	101	101	101
.. 7s, 1902. . . . .	101	101	101	101	101	101
M. S. and N. I. 1 M. S. F. 104	100	100	100	100	100	100
.. 2 M. . . . .	100	100	100	100	100	100
Milw. and St. Paul. . . . .	37	36	36	37	37	37
.. pref. . . . .	57	56	56	56	56	56
.. 1st mort. . . . .	57	56	56	56	56	56
.. 2d mort. . . . .	57	56	56	56	56	56
.. 8s. . . . .	57	56	56	56	56	56
.. 7 3-10s con. . . . .	57	56	56	56	56	56
.. 7s, gold. . . . .	57	56	56	56	56	56
Morris and Essex. . . . .	96	95	96	96	96	96
.. 1st mort. . . . .	103	103	103	103	103	103
.. 2d mort. . . . .	103	103	103	103	103	103
N. Y. Cen. & Hud. Riv. 100	100	100	100	100	100	100
.. 7s, S. F. 1876. . . . .	102	102	102	102	102	102
.. 6s, S. F. 1883. . . . .	98	98	98	98	98	98
.. 6s, S. F. 1887. . . . .	114	114	114	114	114	114
.. 1st mort. . . . .	114	114	114	114	114	114
.. reg. . . . .	108	108	108	108	108	108
N. York and Harlem. . . . .	131	131	131	131	131	131
.. pref. . . . .	107	107	107	107	107	107
.. 1st Mort. . . . .	108	108	108	108	108	108
.. reg. 108	108	108	108	108	108	108
N. York. N. Hav. & Hart. . . . .	30	30	30	30	31	31
Ohio and Miss. . . . .	30	30	30	30	31	31
.. pref. . . . .	63	63	63	63	64	64
.. 2d M. . . . .	80	80	80	80	80	80
.. Consol. 7s. . . . .	93	96	97	97	97	97
.. S. F. . . . .	96	96	96	96	96	96
Pacific Mail S. S. Co. . . . .	38	38	36	35	36	37
Pacific R. R. of Mo. . . . .	47	47	47	47	47	47
Panama . . . . .	116	116	116	114	114	114
Pitte., Ft. W. & Chi. gtd. 94	110	110	110	110	110	110
.. 1 M. . . . .	110	110	110	110	110	110
.. 2 M. . . . .	103	103	103	103	103	103
.. 3 M. . . . .	100	100	100	100	100	100
Quicksilver Mining Co. 34	32	32	32	32	32	32
St. L., Alton & T. H. . . . .	27	27	27	27	27	27
.. pref. . . . .	27	27	27	27	27	27
.. 1 M. . . . .	27	27	27	27	27	27
.. 2 M. pref. . . . .	27	27	27	27	27	27
.. Income bds. . . . .	27	27	27	27	27	27
Tol., Wab. & Western. . . . .	25	25	25	25	25	25
.. pref. . . . .	25	25	25	25	25	25
.. 1 M. . . . .	87	83	83	86	85	85
.. 2 M. . . . .	88	88	88	88	88	88
.. Equipmt. . . . .	88	88	88	88	88	88
.. St. Lou. Div. . . . .	67	67	67	67	67	67
Union Pacific. . . . .	35	34	34	34	35	35
.. 1st mort. . . . .	92	92	92	92	92	92
.. I. Gt. 7s. . . . .	89	89	89	90	89	89
.. S. F. 8s. . . . .	77	77	77	77	77	77
Western Union Tel. . . . .	82	81	82	79	80	80
.. 7s. . . . .	82	82	82	82	82	82



## New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 23.

Th.17.F.18.Sat.19.M.21.Tu.22.W.23.

FEDERAL STOCKS:—					
U. S. 5s, 10-40s, reg.	113	114	114	114	114
U. S. 5s, 10-40s, coup.	114	114	114	114	114
U. S. 5s, 1881, reg.	113	113	113	113	113
U. S. 5s, 1881, coup.	113	113	113	113	113
U. S. 5s, 1881, reg.	117	117	117	117	117
U. S. 5s, 1881, coup.	120	121	121	121	121
U. S. 5s, 5-20s, reg. '62	113	113	113	113	113
U. S. 5s, 5-20s, c. 1862	113	113	113	113	113
U. S. 5s, 5-20s, reg. '65	113	113	113	113	113
U. S. 5s, 5-20s, c. 1864-115	113	113	113	113	113
U. S. 5s, 5-20s, reg. '65	113	113	113	113	113
U. S. 5s, 5-20s, c. 1865	113	113	113	113	113
U. S. 5s, 5-20s, r. n. '65	116	116	116	116	116
U. S. 5s, 5-20s, c. n. '65-119	119	119	119	119	119
U. S. 5s, 5-20s, reg. '67-116	117	117	117	117	117
U. S. 5s, 5-20s, c. 1867-120	120	120	120	120	120
U. S. 5s, 5-20s, reg. '68	120	120	120	120	120
U. S. 5s, 5-20s, c. '68-120	120	120	120	120	120
U. S. 5s, Pac.R.R. issue-116	117	117	117	117	117

## Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Dec. 22.

W.16.Th.17.F.18.Sat.19.M.21.Tu.22.

Catawissa preferred	40	40	40	40	40
7s, new	104	104	104	104	104
Camden and Amboy	104	104	104	104	104
6s, 1875	104	104	104	104	104
6s, 1883	104	104	104	104	104
6s, 1889	104	104	104	104	104
mort. 6s, '89	101	101	101	101	101
Elmira & Williamsport	101	101	101	101	101
7s, pref.	101	101	101	101	101
Lehigh Navigation	48	48	48	48	48
6s, 1884	100	100	100	100	100
Gold L.	97	97	97	97	97
R. R. L.	103	103	103	103	103
Conv. G. L.	103	103	103	103	103
Lehigh Valley R. R.	62	62	62	62	62
6s new coup.	101	101	101	101	101
6s new reg. 101	101	101	101	101	101
7s	106	106	106	106	106
Little Schuylkill R.R.	49	49	49	49	49
7s	53	53	53	53	53
Minchill	53	53	53	53	53
Morris Canal	53	53	53	53	53
pref.	53	53	53	53	53
North Pennsylvania	51	51	51	51	51
6s, 1885	104	104	104	104	104
7s	104	104	104	104	104
10s, 1887	104	104	104	104	104
Northern Central	35	35	35	35	35
Oil Creek & Alleg. Riv.	8	8	8	8	8
7s	55	55	55	55	55
Pennsylvania R. R.	52	52	52	52	52
1st M.	104	104	104	104	104
2d M.	101	101	101	101	101
Gen. mort.	97	98	98	98	98
reg.	97	98	98	98	98
Penn. State 6s, 2d series	108	108	108	108	108
6s, 3d series	113	113	113	113	113
Philadelphia City, 6s	101	101	101	101	101
new	103	103	103	103	103
Philad. Germ. & Nor.	55	55	55	55	55
Philad. & Reading	55	55	55	55	55
Philadelphia and Erie	16	16	16	16	16
6s	92	92	92	92	92
7s	80	80	80	80	80
Philad. Wilm. & Balt.	129	129	129	129	129
Schuylkill Navigation	13	13	13	13	13
pref.	13	13	13	13	13
6s, 1882	80	80	80	80	80
6s, 1876	77	77	77	77	77
6s, 1872	77	77	77	77	77
United Co. of N. Jersey	129	129	129	129	129
Hestonville, (Horse)	18	18	17	17	17
Chestnut & Wal.	72	72	72	72	72
Green and Coates	66	66	66	66	66
2d and 3d streets	31	31	31	31	31
Spruce and Pine	25	25	25	25	25
13th and 15th sts.	25	25	25	25	25

## Baltimore Stock Exchange.

Actual Sale Prices for the week ending Dec. 22.

W.16.Th.17.F.18.Sat.19.M.21.Tu.22.

Baltimore City 6s, 1876-102	102	102	102	102	102
1866	101	101	101	101	101
1890	101	101	101	101	101
1884	101	101	101	101	101
1900	101	101	101	101	101
Balt and Ohio	182	182	182	182	182
bonds, 1875	182	182	182	182	182
1880	182	182	182	182	182
1885-102	101	101	101	101	101
Central Ohio	45	45	45	45	45
1st mort.	45	45	45	45	45
Marietta & Cin. 1st M.	104	104	104	104	104
2d M.	93	93	93	93	93
3d M. 8s.	82	82	82	82	82
Northern Central	36	36	36	36	36
bonds, 1885	96	96	96	96	96
1900	94	94	94	94	94
G. B. 1900	94	94	94	94	94
Pittsb. & Connellsv. 7s	86	86	86	86	86
N. W. Va. 3d mort.	10	10	10	10	10
Virginia 6s, Consol.	10	10	10	10	10
Defer. Certif.	10	10	10	10	10
City Passenger R. R.	10	10	10	10	10

## Boston Stock Exchange.

Actual Sale Prices for the week ending Dec. 23.

Th.17.F.18.Sat.19.M.21.Tu.22.W.23.

Boston and Albany	131	131	131	131	131
Boston and Lowell	90	90	90	90	90
Boston and Maine	110	110	110	110	110
Boston and Providence	110	110	110	110	110
Boston, Hartford & Erie	23	24	24	24	24
7s	23	24	24	24	24
Cheshire, pref.	107	107	107	107	107
Chi. Burl. and Quincy	107	107	107	107	107
Concord	54	54	54	54	54
Connecticut River	54	54	54	54	54
Fitchburg	121	121	121	121	121
Manchester & Lowell	80	80	80	80	80
Michigan Central	80	80	80	80	80
Northern, N. H.	95	95	95	95	95
Ogdens. & Lake Cham	43	43	43	43	43
Old Colony	108	108	108	108	108
Ph. Wl. & Baltimore	56	56	56	56	56
Port'd, Saco & Ports	56	56	56	56	56
Union Pacific	89	89	89	89	89
6s	89	89	89	89	89
Land Grant 7s	87	87	87	87	87
S. F. 8s	74	74	74	74	74
Vermont and Canada	74	74	74	74	74
Vermont and Mass.	74	74	74	74	74
South Boston (Horse)	74	74	74	74	74
Cambridge	74	74	74	74	74
Metropolitan	74	74	74	74	74
Middlesex	74	74	74	74	74
Central Mining Co.	27	27	27	27	27
Calmont and Hecla	138	138	138	138	138
Copper Falls	12	12	12	12	12
Franklin	45	44	44	44	44
Quincy	45	44	44	44	44

## London Stock Exchange.

Closing Prices.

Dec. 4. Nov. 27.

Atlantic & Gt. W. 1st mort., \$1,000	44	46	44	46
Do. 2d mort., \$1,000	20	22	20	22
Do. 3d mort., \$1,000	10	11	10	11
Do. Con. mort. B'nds Bisch's Cert.	11	13	11	13
Do. Leas. Lines, Rental Bonds	60	65	60	65
Do. 1873	30	35	30	35
Do. 8 p. c. Scrip, West. Exten.	—	—	—	—
Detroit & Milwaukee 1st mort. Bonds	60	65	60	65
Do. 2d do.	55	60	55	60
Erie shares 100 dol. all paid	24	25	24	25
Do. Convertible Gold Bonds	59	61	59	61
Do. 6 per cent Convertible Bonds	93	95	93	95
Cons. Mort. amount autho. to be issued for conv. of existing bonds	88	90	88	90
Illinois Central \$100 shares all paid	88	90	88	90
Do. Redemption mort. bonds 6 p. c.	99	101	99	101
Illinois & St. Louis Bridge 1st mort.	98	100	98	100
Marietta and Cincinnati Rail. Bonds	96	99	96	99
Michigan Central 8s 1882, conv.	—	—	—	—
New York Central, 100 dol. shares	93	94	93	94
Panama General mort.	96	98	96	98
Pennsylvania, General mort.	101	102	101	102
Do. 850 shares	47	48	47	48
Philadelphia and Erie 1st mort.	94	96	94	96

## American Railroad Journal.

Saturday, December 26, 1874.

## Stock Exchange and Money Market.

The Money market has been moderately active. The main local inquiry for aid has been from speculative sources. Mercantile borrowers have not been urgent in their applications for accommodation. There has been a considerable outflow of currency noted to the interior, chiefly to the South, but this drain is not likely to continue very long. Preparations for the January interest and dividend disbursements have been making more notable progress, yet without leading to the usual serious, even if temporary, disturbance of the loan and discount market. Call loans have been quoted at from 3@5; and best commercial credits at 6@8 per cent per annum. The West is now returning currency to this point, which circumstance is favorable to the maintenance of the bank reserves. The City Banks, last week, reported diminished deposit, legal tender, and specie averages; with an increase in the loan and discount item. The Government office was also a loser of specie, while gaining slightly in the currency line. The financial and commercial position at the close of the year is, on the whole, much more

satisfactory than had been anticipated some time since; and the new year is looked forward to much more hopefully. The City banks last week further reduced their reserve of legal tender notes \$1,538,600, and their deposit item \$2,700,200, while also diminishing their specie average \$593,300. They report an increase of \$506,500 in the loans and discounts, and a contraction of \$72,700 in their circulation. The U. S. Sub-Treasury in this city closed the week with a currency balance of \$47,425,008, against \$47,182,528 the preceding week; and a coin hoard of \$51,110,464 against \$52,784,729, on the previous return. The City bank exchanges, during the week, were \$452,850,413, or a daily average of \$75,475,069. The customs revenue of the port, during the week, was \$1,432,000. The City banks reported their average of gold last week at \$13,619,500, and their greenback average at \$47,931,700. Their deposits stood at \$215,707,800. The loan item was \$285,409,800. The circulation was \$24,731,600.

The City Bank net reserve of specie and legal tender notes now shows an excess, over the legal requirement of reserve, to liabilities, of \$7,264,250.

The aggregate of the outstanding U. S. currency, of all denominations, Dec. 1, was \$429,987,311. The outstanding amount of legal tender notes is 382 millions. The National bank circulation is now about 347 millions.

The U. S. Treasury balances at the opening of business on Wednesday were as follows: Currency, \$14,553,969; special deposit of legal tenders for redemption of certificates of deposit, \$49,870,000; coin, (including \$21,279,800 in coin certificates,) \$73,624,870.

The income of the Government, from internal revenues, thus far, in the fiscal year, commencing with July 1, 1874, has been over 52 millions.

The Gold speculation has not been specially interesting, during the week. The dealings have been on a restricted scale, and the fluctuations in the price have not been important. The export movement has been liberal but has made no very decided impression on the course of the market. The customs drain has been light. The extremes of the week have been 111¼@111½, closing on Wednesday at 111½, as against 111½ on Wednesday of the preceding week. The specie outflow last week was \$2,849,336. The imports of specie at this port since Jan. 1, have been \$5,537,590, against \$18,520,688 same time last year. The customs demand for Gold last week averaged \$238,667 a day. Foreign Exchange has been rather quiet, and weak as to price, influenced in part, by the more favorable financial advices from London. Bankers' sixty day bills on London closed on Wednesday at \$4 84½@4 85; sight bills on London at 4 89½@4 90 to the £ sterling. The week's exports of Domestic Produce have been to the currency value of \$6,508,850. The exports for the corresponding week of last year were \$5,548,847. The total exports since January 1, this year are \$281,672,623 against \$293,273,871 last year.

The import entries of Foreign Merchandise at New York, including dry goods, amount for the past week to \$6,711,774.

Government Securities have been moderately active at generally well supported prices. The offerings of most issues have been restricted,

especially so of the later issues of Five Twenties, which have been in most favor with investment buyers.

U. S. sixes of 1881 closed on Wednesday of this week at 121 $\frac{1}{4}$  to 121 $\frac{3}{4}$ ; U. S. Five-Twenties of 1862, at 118 $\frac{1}{4}$  to 113 $\frac{1}{2}$ ; U. S. Five-Twenties of 1864 at 115 $\frac{1}{2}$  to 115 $\frac{3}{4}$ ; U. S. Five-Twenties of 1865 117 $\frac{1}{2}$  to 117 $\frac{3}{4}$ ; U. S. Five-Twenties of 1866 consolidated, 119 $\frac{1}{2}$  to 119 $\frac{3}{4}$ ; U. S. Five-Twenties of 1867, 120 $\frac{1}{4}$  to 121; U. S. Five-Twenties of 1868, 120 $\frac{3}{4}$  to 121; U. S. Ten-forties at 114 $\frac{1}{4}$  to 114 $\frac{3}{4}$ ; U. S. Fives of 1881, (Funding Loan) 113 to 113 $\frac{1}{4}$ ; Six per cent. currency Sixes from 117 $\frac{1}{2}$  to 117 $\frac{3}{4}$ .

Speculation at the Stock Exchange, has been excited and feverish. The course of values has been generally towards a lower range, under clique manipulations; but the later dealings indicated renewed firmness and buoyancy. Two or three failures in the Stock brokerage line; one of them resulting in the summary expulsion of the defaulting operator. State and Railway bonds have been in moderate request and prices have been quoted about steady. Railway and miscellaneous share property has been variable, but, as already noted, closed stronger.

General business has been on a moderate scale, in most lines. Prices have not been seriously disturbed. Breadstuffs closed more firmly, on somewhat lighter offerings of stock, and a fair demand. Provisions have been less active, and hog products variable as to values; Beef, Butter and Cotton, about steady. There has been more animation in Cotton, but at lower figures; and in Petroleum, and Wool, at buoyant prices. Hides, steady, with more doing. Leather, in good demand. Tobacco, less sought after. Naval Stores, stronger on a moderate inquiry. Groceries, held with more confidence; Coffee, Teas, and Molasses in better request. Hardware and Dry Goods, quiet. The Metal trade has been generally inactive. The most important business has been in Steel Rails, of which some 18,000 tons have been sold for Chicago delivery at a price not made public. Iron and Copper quiet. Ealington Pig Iron quoted from yard at \$35 50 to \$36; Glengarnock, \$37 to \$38; No. 1 American Pig at \$24 to \$26; No. 2 do. at \$22 to \$24; Forge, \$21 to \$27; English Rails at \$47 50 to \$50, gold; American Rails at works, \$50 to \$52; Old Rails, \$30. Wrought Scrap, \$28 to \$30. Ocean freights have been quoted stronger, with more animation noted toward the close.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

**New York.**—Boston, Hartford and Erie 1st mort., 24 $\frac{1}{2}$ ; Louisiana and Missouri 1st mort., 90; St. Louis, Jacksonville and Chicago 1st mort., 97; St. Louis and Iron Mt. 1st mort., 93; Toledo, Peoria and Warsaw 1st mort. E. D. 81; db. W. D., 69; Toledo, Wabash and Western 7s, consol., 46; Central Pacific 1st mort. San Joaquin Val. Div., 83; do. California and Oregon Branch, 84 $\frac{1}{2}$ ; Buffalo and Erie 7s, new, 100; Mil. and St. Paul 1st mort. LaC. div., 90; Belleville and Southern Ills. 1st mort., 96; Western Pacific bonds, 87 $\frac{1}{2}$ ; Gr. Western 1st mort., 1888, 84; Pacific R. R. of Mo., 1st mort., 90; do. 2d mort., 81 $\frac{1}{2}$ ; do. Carondelet Branch, 72; Chicago and Northwestern Interest bonds 98; Central of New Jer-

sey conv., 103 $\frac{1}{4}$ ; Louisville and Nashville 7s, 1898, consol., 87; Am. Dock and Imp. 7s, 103; Morris and Essex 7s, 1871, 100; Pacific R. R. 7s, guar. by Mo., 101 $\frac{1}{2}$ ; Long Island R. R. 1st mort., 90; Clev., Col., Cin. and Ind. 1st mort., 104 $\frac{1}{2}$ ; Nashville Chat. and St. Louis 1st mort., 87 $\frac{1}{2}$ ; North Missouri 1st mort., 86 $\frac{3}{4}$ ; St. Louis, Kansas City and Northern pref., 25 $\frac{3}{4}$ ; Warren R. R., 90; Joliet and Chicago R. R., 98 $\frac{1}{2}$ ; Long Dock bonds, 100; New Jersey R. R. 180; St. Louis, Iron Mt. and Southern R. R., 27; Am. Exp., 62; U. S. Exp., 63; Wells-Fargo Exp., 82 $\frac{3}{4}$ ; Adams Exp., 116; Quicksilver Mining pref., 44; Consol. Coal, 44; Spring Mt. Coal, 68; Pennsylvania Coal, 246; At. and Pacific Tel., 19; Canton Co., 59 $\frac{1}{2}$ ; Am. Dist. Tel., 40; South Carolina 6s, new, Jan. and July, 27; do. new, non. f., 7; Tennessee 6s, old, ex-coupon, 59; do. new, ex coupon, 60; do. 6s, n. s., 59 $\frac{1}{2}$ ; North Carolina 6s, old, Jan. and July, 23; Missouri 6s, long bonds, 97 $\frac{1}{4}$ ; Alabama 8s, 1886, 52; Georgia 7s, gold, 78.

**Philadelphia.**—Camden and Atlantic pref., 43 $\frac{3}{4}$ ; Harrisburg and Lancaster R. R., 51; Pennsylvania R. R. div. scrip, 105 $\frac{3}{4}$ ; Catawissa R. R., 16; do. new, pref., 32; Nesquehoning Valley R. R., 55 $\frac{1}{2}$ ; Delaware Division Canal, 52; Northern Pacific 7-30s, 27 $\frac{1}{2}$ ; Junction R. R. 1st mort., 94 $\frac{1}{2}$ ; do. 2d mort., 90; Philadelphia and Reading R. R. 7s, new, conv., 105 $\frac{1}{2}$ ; do. Gen'l mort. 7s, reg., 105 $\frac{1}{2}$ ; do. coupon, 105; do. debent. bonds, 80; Wilmington and Reading 1st mort., 63 $\frac{1}{2}$ ; do. 2d mort., 17; Philadelphia and Reading Coal and Iron mort. reg., 89 $\frac{1}{2}$ ; do. debent. bonds, 80 $\frac{3}{4}$ ; Pennsylvania and New York 7s, 103 $\frac{3}{4}$ ; Camden and Burlington Co. R. R. 6s, 90; Allegheny Valley 7 3-10s, 91 $\frac{1}{2}$ ; Huntingdon and Broad Top Mt. 2d mort., 98 $\frac{1}{2}$ ; Morris Canal Boat Loan, 101; Susq. Canal 6s, 73 $\frac{1}{2}$ ; West Chester and Philadelphia R. R., 53; do. 7s, 105. The latest quotations are: City 6s, 101 to 101 $\frac{3}{4}$ ; do. free of tax, 103 $\frac{3}{4}$  to 104; Pennsylvania State 6s, 2d series, 107 $\frac{3}{4}$  to 108 $\frac{1}{4}$ ; do. 3d series, 112 $\frac{3}{4}$  to 113 $\frac{1}{4}$ ; Philadelphia and Reading, 55 to 55 $\frac{1}{2}$ ; do. Gen'l mort. 7s, coup., 104 $\frac{1}{4}$  to 104 $\frac{3}{4}$ ; do. reg., 105 $\frac{1}{4}$  to 105 $\frac{3}{4}$ ; do. mort. 6s, 1880, 101 $\frac{1}{2}$  to —; do. new conv., 104 $\frac{1}{2}$  to —; do. 7s, 1893, 105 to —; United New Jersey R. R. and Canal Co., 127 $\frac{1}{2}$  to 129; Camden and Amboy mort. 6s, 1889, 101 to 101 $\frac{1}{2}$ ; Pennsylvania R. R., 52 $\frac{1}{2}$  to 52 $\frac{3}{4}$ ; do. div. scrip, 105 $\frac{3}{4}$  to 105 $\frac{3}{4}$ ; do. 1st mort., 103 $\frac{3}{4}$  to 104; do. 2d mort., 100 $\frac{3}{4}$  to 101 $\frac{1}{4}$ ; do. general mort. coupon, 97 $\frac{3}{4}$  to 98 $\frac{1}{4}$ ; do. reg., 97 to 97; Little Schuylkill R. R., 48 $\frac{1}{2}$  to 49; Morris Canal, 49 $\frac{1}{2}$  to 51; do. pref., 125 $\frac{1}{4}$  to —; do. 6s, 99 $\frac{3}{4}$  to 100 $\frac{1}{4}$ ; Susq. Canal, 6 to 10; do. 6s, 73 $\frac{1}{4}$  to 75; Schuylkill Nav., 6 $\frac{1}{2}$  to 6 $\frac{3}{4}$ ; do. pref., 13 $\frac{1}{4}$  to 13 $\frac{3}{4}$ ; do. 6s, 1882, 77 $\frac{1}{2}$  to 80; do. 1872, 91 to 92; Elmira and Williamsport pref., 38 to 40; do. 7s, 1873, 100 to —; do. 5s, 58 to 63; Lehigh Coal and Navigation, 48 $\frac{1}{4}$  to 48 $\frac{3}{4}$ ; do. 6s, 1884, 100 to 100; do. R. R. Loan, 100 to 100 $\frac{1}{4}$ ; do. Gold Loan, 97 to 98; North Pennsylvania, 51 $\frac{1}{2}$  to 51 $\frac{3}{4}$ ; do. 6s, 103 $\frac{3}{4}$  to 104; do. 7s, 104 to 104 $\frac{1}{2}$ ; do. Chattle 10s, 105 $\frac{1}{2}$  to 105 $\frac{3}{4}$ ; Philadelphia and Erie, 16 $\frac{1}{2}$  to 16 $\frac{3}{4}$ ; do. 6s, 92 to 92 $\frac{1}{4}$ ; do. 7s, 86 $\frac{1}{2}$  to 86 $\frac{3}{4}$ ; Mine hill, 53 $\frac{3}{4}$  to 54 $\frac{1}{4}$ ; Catawissa, 15 $\frac{1}{2}$  to 17; do. pref., 40 to 42; do. new pref., 32 to 32 $\frac{1}{4}$ ; do. 7s, 1900, 104 to 104 $\frac{1}{4}$ ; Lehigh Valley, 61 $\frac{1}{2}$  to 62; do. 6s, new coupon, 101 to 101 $\frac{1}{4}$ ; do. reg., 101 $\frac{3}{4}$  to 101 $\frac{3}{4}$ ;

do. 7s, 106 $\frac{1}{4}$  to 106 $\frac{3}{4}$ ; Fifth and Sixth streets (horse), 58 to 58 $\frac{1}{2}$ ; Second and Third, 65 to 66 $\frac{1}{4}$ ; Thirteenth and Fifteenth, 25 to 25 $\frac{1}{2}$ ; Spruce and Pine, 31 to 31 $\frac{1}{4}$ ; Green and Coates, 49 to 50 $\frac{1}{4}$ ; Chestnut and Walnut, 71 $\frac{1}{2}$  to 72 $\frac{1}{2}$ ; Hestonville, 17 $\frac{1}{2}$  to 18; Germantown 36 to 45.

**Boston.**—Burlington and Missouri River R. R. in Nebraska, 54 $\frac{1}{4}$ ; do. 8s, old, 99; Eastern (N. H.) R. R., 45; Cincinnati, Sandusky and Cleveland R. R., 8 $\frac{1}{2}$ ; Summit Branch, 35; Norwich and Worcester R. R., 122; Rutland pref., 20; do. 8s, 62 $\frac{1}{2}$ ; Iowa Falls and Sioux City R. R., 82; Eastern R. R. 7s, 1884, 90; Pottawattomie 7s, 92 $\frac{1}{2}$ ; Burlington and Missouri River R. R. in Iowa, 104; do. Creston Br., 100; do. Land Grant, 101 $\frac{1}{2}$ ; do. 7s, 1875, 100 $\frac{1}{2}$ ; Boston and Albany 7s, 106; Indianapolis and Cincinnati R. R., 6 $\frac{1}{2}$ ; do. 7s, funded debt, 35; do. 10s, 85; Atchison, Topeka and Santa Fe 1st mort. coupons, 24 $\frac{1}{2}$ ; Boston and Maine 7s, 1894, 105; Old Colony 7s, 1894, 105; do. 1875, 99 $\frac{1}{2}$ ; Vt. and Mass. 7s, 1883, 103 $\frac{1}{2}$ ; Conn. and Pass. Rivers R. R. 7s, 1894, 96; Lowell and Andover 6s, 1894, 95 $\frac{3}{4}$ ; Little Rock and Ft. Smith 7s, L. G., 9 $\frac{3}{4}$ ; do. 6s, gold, 10; Pullman Palace Car, 95 $\frac{3}{4}$ ; Cary Imp., 5 $\frac{1}{8}$ ; Boston Water Power, 10 $\frac{3}{4}$ ; Brookline Land, 4 $\frac{1}{4}$ ; Rhode Island 6s, 101; Boston 6s, 1880, currency, 101; Chicago 7s, 99 $\frac{3}{4}$ ; Pewabic Mining Co., 7 $\frac{1}{2}$ ; Petherick, 1 $\frac{1}{4}$ ; Superior, 32 $\frac{1}{2}$  c.

**Baltimore.**—Orange and Alexandria 3d mort. 8s, 76; do. 4th mort. 8s, 68; Western Maryland 1st mort., unendorsed, 84; Orange, Alex. and Manassas 7s, 82; Virginia consols, ex-coupon, 54 $\frac{1}{2}$ ; Virginia consols, coupons, 84 $\frac{1}{2}$ ; Memphis City 6s, 28; Santa Clara bonds, 31. The latest quotations are: Richmond and Danville 1st mort. 68 $\frac{1}{2}$  to 70; Pittsburgh and Connellsville 7s, 1898, 85 to 86; Baltimore and Ohio, 180 to 185; do. 6s, 1875, 102 $\frac{1}{2}$  to 103 $\frac{1}{4}$ ; do. 1880, 102 $\frac{3}{4}$  to 103; do. 1885, 101 $\frac{1}{4}$  to 102; Washington Branch, — to 175; Northern Central, 32 to 35; do. 6s, 1885, 96 $\frac{1}{4}$  to 96 $\frac{1}{2}$ ; do. 6s, 1877, 95 to —; do. 1900, 87 $\frac{1}{4}$  to 91; do. 6s, 1900 gold, 94 $\frac{1}{2}$  to 94 $\frac{1}{4}$ ; N. W. Va. 3d mort., 1885, 95 to —; Marietta and Cincinnati 1st pref., 15 to 19 $\frac{1}{2}$ ; do. 2d pref., 8 to 12; do. 1st mort. 7s, 1892, 104 $\frac{1}{2}$  to 105; do. 2d mort., 7s, 94 to 94 $\frac{1}{2}$ ; do. 3d mort. 8s, 82 $\frac{1}{4}$  to 82 $\frac{1}{2}$ ; Central Ohio, 44 to 48; do. 1st mort., 93 $\frac{1}{2}$  to 94; Western Maryland, 1st mort. 6s, 1890, 84 to —; do. 1st mort. guar., 101 $\frac{1}{2}$  to 102; do. 2d mort. guar., 98 to 100; do. 3d mort., guar., 101 $\frac{1}{2}$  to 102; do. 2d mort. pref., 60 to 70; do. 2d mort. guar. by Washington Co., 92 to 94; Virginia and Tennessee 2d mort. 6s, 70 to 75; do. 3d mort. 8s, 77 to 80; Orange and Alexandria 1st mort. 6s, 88 to 91; do. 2d mort. 6s, 81 to 84; do. 3d mort. 8s, 76 to 77; do. 4th mort. 8s, 68 to 69; Orange, Alex. and Manassas 7s, 81 to 82; Baltimore 6s, 1875, 102 to 102 $\frac{1}{4}$ ; do. 1884, 100 to 102; do. 1886, 101 to 102; do. 1890, 101 $\frac{1}{2}$  to 101 $\frac{3}{4}$ ; do. 1900, 101 to 102; do. 1902, 101 to 102; do. 6s, exempt, 104 to —; do. 5s, 80 to 90; Memphis City 6s, 35 to 43; Maryland Defense 6s, 1883, 105 to 108; do. 6s, 1890, 100 to 102; do. 6s, exempt, 105 to 108; do. 5s, 80 to 90; Virginia coupon 6s, old, 38 $\frac{1}{2}$  to 40; do. new, 38 $\frac{1}{2}$  to 41; do. consol. 6s, 54 to 55; do. coupons, 88 $\frac{1}{2}$  to 90; West Virginia, 10 $\frac{1}{2}$  to 12; City Passenger R. R., 25 to 26; George's Creek Coal, 140 to 147; Atlantic Coal, 2.20 to 2.30; Santa Clara, 5 00 to 10.00; do. bonds, 30 $\frac{3}{4}$  to 32 $\frac{1}{2}$ ; Canton Co., 50 to 70.



**Progress of New Roads.**

The completion and opening to public travel of the Nashua and Rochester Railroad was celebrated in Nashua, N. H., on the 16th instant.

The Carolina Central Railroad, connecting Wilmington and Charlotte, N. C., has been completed, and those cities are now connected by "hooks of steel."

The Utah Western Railroad is now completed for twelve miles west from Salt Lake City, and will be continued west to Stockholm as rapidly as possible.

The grading on the extension of the Utah Southern Railroad is completed to Payson.

The Lamoille Valley Railroad has been completed, and was formally opened on the 15th inst.

The completion of the Lowell and Andover Railroad was formally observed on the 17th inst.

The railroad between Eau Claire and Chippewa Falls, Wis., is completed.

The Eureka and Palisade Railroad in Nevada, is being built rapidly. It is now completed eight miles beyond Lodi, that is, twenty eight miles from Palisade, and the track is now being laid at the rate of a mile a day.

The survey of the proposed new route of the Vermont and Massachusetts division of the Fitchburg Railroad has been begun. It starts from a point near Wachusett station, thence through Westminster to Gardner. The object is to avoid the turn at Ashburnham Junction and to shorten the route.

The survey of the new railroad from Keene to Greenfield is twenty three miles.

The Iowa Southwestern Railroad will soon reach Iowa City. A large force is pushing it to completion between Clinton and Iowa City.

☞ The Philadelphia *Ledger* says that the Pennsylvania Railroad Company, after the payment of its semi annual cash dividend of five per cent, amounting to about \$3,300,000 has a very handsome cash balance in excess. The current receipts of the company are quite large, and, with a steady retrenchment in every department, it is financially as easy as ever before. It is probable that the payment of its dividend scrip, due in March next, will be anticipated some time before maturity.

☞ The total bonded and coupon debt of the city of Memphis, Tenn., is stated at \$4,582,897, in addition to which there is a floating debt of \$2,000,000. The assets of the city are \$1,317,680. The population of the city at present is 48,000, and the taxable wealth \$29,539,714. Of the amount of its liabilities, \$500,000 is passed due coupons, to meet which the city has \$17,000 in its treasury.

☞ During the year ending November 30, 1874, these have been cancelled of the debt of Pennsylvania \$1,230,186 57, as follows: \$9,000 of 5 per cent bonds, \$1,221,113 90 of 6 per cent bonds, \$53 of "Relief" notes, and \$19 67 of domestic creditor certificates.

☞ Orders have been given by the Southern Pacific Railroad, of California, to proceed at once with the construction of another section of 20 miles of the San Joaquin Valley line southward from Bakersfield, Cal. A force is already at work on the grading which is comparatively light.

**Industrial Affairs.**

About one thousand men are now employed in the Baldwin Locomotive Works, Philadelphia. Three locomotives for Brazil, and one for Cuba, will soon be completed and shipped. The firm have orders for sixteen first class engines from Brazil. They are also making six for the West Coast of South America, and a number for roads in different parts of the United States.

The National Locomotive Works at Jonnells-ville, Pa., have closed a contract with the Cairo and St. Louis railway which will employ the establishment all winter.

The Cobourg Car Works, at Cobourg, Ont., and the Midland Manufacturing Company, at Port Hope, Ont., are each building two hundred and fifty cars for the Grand Trunk railway.

The Wason Car Manufacturing Company, Springfield, Mass., are about to begin work on their contract for cars for the New Jersey Central Railroad. They have also lately received an order from the same company for 1,000 pairs of car wheels and axles. These contracts furnish employment to about 400 men.

One thousand car wheels were recently shipped down the Housatonic Railroad by the Barnum-Richardson Company to the Pennsylvania Railroad Company.

The Sheffield steel works, at Windsor, Conn., have resumed operations, and are running mostly on cutlery stock, for which there is a good demand.

The Lochiel Iron Works, Harrisburg, Pa., started on full time on the 23d ult.

The Cheshire Iron works have started up again, with a force of 50 hands.

The Belfont furnace, at Ironton, Ohio, is preparing to go into blast next month.

Nearly all the Pittsburg glass works are in operation, some of them to full capacity.

☞ The Berks County Railroad, running from Reading to Slatington, Penn., 44½ miles in length, with a paid up capital of \$93,000, has been sold for \$500. This sale is subject to a lease of part of the road for 999 years to the Wilmington and Reading Railroad Company, and to a first mortgage for \$1,500,000. The sale is the result of an agreement between the unsecured creditors of the road, whose claims amount to \$500,000, and the mortgage bondholders. A new company is to be immediately organized to manage the road.

☞ The President of the Richmond and Danville Railroad Company, in his recent report, says that "the completion and opening in May last of the extension of the road of the Virginia Midland Company, between Lynchburg and Danville, has also instituted a local competition at the latter point, and to a material extent divides with the Danville road the business of that community."

☞ The Secretary of the Interior has decided that no lands shall be patented to the Union and Central Pacific Railroads under their Congressional grants until they pay the cost of the surveys of lands heretofore patented to them. This ruling is in accordance with a decision of the Supreme Court of the United States, that the Pacific Railroad Companies must pay the cost of survey prior to the issuance of patents.

**The Coal Trade.**

The supply of anthracite coal from all the regions for the week ending December 12, is stated by the Philadelphia *Ledger* at 239,945 tons, and of bituminous 51,805 tons, making an aggregate of 291,450 tons, an increase of about 75,000 tons on the corresponding time in December last year. The coal and coke tonnage of the Pennsylvania Railroad last week was 81,670 tons, and for the year 3,225,282. Of anthracite and bituminous there were 3,265,546 tons, and of coke 463,720 tons. This includes the tonnage of coal both east and west.

☞ Hon. B. T. Biggs has been re-elected President, and P. H. Irwin Treasurer, of the Queen Anne's and Kent (Md.) Railroad Company. P. H. Irwin will continue as Superintendent and Secretary.

☞ Trains on the Washington and Ohio Railroad now run to Round Hill, Loudoun County, only twenty five miles from Winchester, Va.

**Sinking Funds.**

Although it is a fallacy to suppose that a sinking fund can be contrived of such a nature that it shall of itself create any money, or (which is the same thing) that it shall of itself destroy debt, it by no means follows that a sinking fund may not be instituted and managed on such principles as to afford a most effective and useful machinery in the extinguishment of debt, and thereby facilitate the negotiation of loans for important public purposes. And by way of illustration we propose to recall the history of two of the earliest sinking funds known in the financial annals of Massachusetts; both of which, having fulfilled their functions, are now matters of the past, about which there can be no mistake of calculation.

1. By an act passed on the 4th of April, 1836, the legislature of Massachusetts authorized a subscription in the name of the Commonwealth for ten thousand shares in the Western Railroad Corporation. The cost of these shares was a million of dollars. In order to obtain this money, by an act passed on the 15th of April, 1837, the legislature authorized an issue of State scrip to that amount, bearing interest at the rate of five per cent. per annum, redeemable in twenty years; and further provided that—

The bonus or profit, if any, on the sales of the aforesaid scrip, together with all dividends of profits which may from time to time be declared on the railroad stock; and one half of all money which may be received from the future sales of the Commonwealth lands, with the interest thereon accruing, shall, until otherwise ordered by the legislature, constitute a sinking fund for the future purchase or final redemption of said scrip, and for the payment of interest on the State debt contracted by authority of this act; and if the same shall at any time be insufficient to the payment of such interest, the deficiency shall be paid from any money in the treasury not otherwise appropriated.

By a later act, passed in 1839, the appropriation of half the proceeds of sales of lands in Maine (which was at first to continue only "until otherwise ordered by the legislature") was made irrevocable. During the year 1837, scrip was issued to the amount of \$233,000, and was sold at a premium of \$11,650. The residue was issued from time to time during several years afterwards,

to an aggregate amount of \$995,000, as assessments became due on the State subscription. Meanwhile, the sinking fund, starting with the premium of \$11,650, and augmented by the proceeds of sales of land in Maine, gained in amount from year to year with such rapidity that seven years before the maturity of the scrip the fund was already large enough to cover the whole amount of the debt, so that it was no longer necessary to provide for further accumulation; and the legislature, by an act passed April 13, 1850, was able to provide that "the income of the Western Railroad stock sinking fund shall, after the present year, be paid into the treasury and be appropriated to the current expenses of the Commonwealth. On the 15th of July, 1857, when the debt became due, the fund amounted to \$1,079,756 35, exceeding the debt by \$184,756 35; the whole debt was thus readily extinguished, and there remained this handsome surplus, which was made the nucleus of another sinking fund for the extinguishment of other debts, into the history and operation of which we will not at present enter.

Of course it is obvious that the sinking fund did not create the million of dollars that were used to pay the debt; it was really the sales of lands in Maine which paid for the Western railroad shares. But it cannot be denied that the institution of the sinking fund provided a most convenient and effective machinery for the application of those sales to the purpose desired. Had the State treasurer proposed to borrow a million of dollars in 1837, on the engagement of the State to repay the money in instalments by applying in payment half the proceeds of the sales of lands to be made during the next fourteen years, nobody would have listened to him: a loan would have been impossible upon such terms.

2. A still more striking illustration is found in the history of the Western Railroad loan sinking fund. In the further pursuit of the policy of aiding the construction of the Western Railroad, the legislature by a series of acts passed in 1838, 1839 and 1841 authorized loans to that corporation amounting in the aggregate to four millions of dollars, by means of issues of State scrip to that amount, redeemable in thirty years; and to insure the ability of the corporation to meet the obligation at its maturity, provision was again made for the creation of a sinking fund. This loan sinking fund is to be distinguished from the stock sinking fund, which we have already described, being the property of the corporation, kept in the joint care of the treasurer of the Commonwealth and the treasurer of the corporation. Its creation was provided for in the following terms by the act of February 21, 1838, authorizing the first issue of scrip, which was substantially repeated in the later acts authorizing additional issues:

The premium of profits on the sales of said scrip or certificates of debt shall, when received, be paid by the treasurer of said corporation to the treasurer of the Commonwealth; and, after the said road shall be opened for use, a sum equal to one per cent on the amount of said scrip thus issued shall be annually set apart from the income of said road and paid to said treasurer; and the whole thereof shall be by him placed at interest, and the same with the interest annually accruing thereon shall constitute a sinking fund for the future purchase or final redemption of said scrip.

Sterling scrip was issued at various dates be-

tween April 1838, and July, 1841, falling due as follows:

Due April 1, 1868 .....	£135,000
Due Oct. 1, 1868 .....	337,500
Due Oct. 1, 1869 .....	90,000
Due April 1, 1870 .....	180,000
Due April 1, 1871 .....	157,400
	£899,900

Being £100 less than £900,000, which at the rate of \$4 44 was reckoned as the equivalent of \$4,000,000.

The sinking fund which was designed to cancel this heavy indebtedness, after the lapse of thirty years, started with the modest sum of \$55,550 35, on the 1st of January, 1839, the earlier issues of scrip having been sold at handsome premium. But the same advantage was not obtained in the sale of the subsequent issues. Moreover, as the annual payment to the fund of one per cent on the amount of the scrip did not begin, agreeably to the terms of the act, until after the road was opened for use, there were several years' delay before this chief resource became available—the first payment being made on the 31st of December, 1844. From that time forward, however, \$40,000 was paid into the fund every year, and it was also augmented by its own accumulations.

From these and other causes, some of them growing out of the war, the fund would have been altogether inadequate to meet the full amount of the debt at maturity. But nevertheless the fund proved a most important auxiliary, and an effective instrument for the purpose for which it was designed. By the 1st of January, 1855, or ten years after the payments from the income of the railroad had begun, it fell but little short of \$1,000,000. In 1868 the first portions of the debt, amounting to more than one half of the whole, became due, and were fully discharged.

The fund continued for three years longer. In pursuance of the provisions of an act passed by the legislature in 1868, scrip to the amount of £312,000 was issued the following year to the Boston and Albany Railroad corporation (upon which had been devolved the obligations of the Western Railroad in the matter) to assist it in meeting the payments of the original scrip; the corporation pledged this new scrip for moneys borrowed to redeem the original issue; but in the year 1870 the corporation paid the debt, and returned the new scrip to the treasurer of the Commonwealth, by whom it was canceled. By this means, and with the use of the residue of the sinking fund, the whole of the State indebtedness incurred in aid of the construction of the Western Railroad was extinguished by the 31st day of December, 1871, the commissioners remarking in their final report:—

"The fund is disbursed, the account closed, and the last dollar of liability of the Commonwealth on its bonds issued thirty years ago in aid of the Western Railroad Corporation is extinguished. No losses have occurred on any of the securities in which the fund was invested for the last twenty years, and but a very small amount before that time; nor has the fund ever been subjected to any expenses whatever for its management."

The facts stated in these closing words are certainly noteworthy; and while it is, of course, true that the sinking fund did not create any of the money with which the debt was extinguished, it is obvious that it afforded a convenient and potent process for discharging the debt; and it

would be difficult, we think, for any person to show that any other method of dealing with such a subject would be more secure or more satisfactory to any of the parties interested.—*Boston Adv.*

The Auditor of Virginia estimates the expenses of the government for the year ending September 30, 1875, at \$1,289,750, not including the interest on the State debt. He believes no more than 4 per cent can be paid on the State debt, and no less would be accepted by her creditors; and estimating at that rate places the total of expenses and interest due January and July next at \$3,381,297 40, of which \$159,194 72 has been paid since October 1st, 1874, on account of overdue interest, and \$86,263 56 on account of expenses of government. The Auditor thinks the present tax bill will produce sufficient revenue to meet government expenses and pay 4 per cent interest on the State debt; and that the prompt payment of 4 per cent will keep coupons so near par as to prevent speculation in them for the purpose of paying taxes.

An effort is being made to secure the construction of the proposed Bay Ridge Railroad by the 1st of May next. The total cost it is estimated will not exceed \$400,000, and operations will be commenced as soon as \$100,000 shall have been subscribed, ten per cent. of which will be required to be paid down. The line will be as follows: Commencing on the bay of New York at or near Bay Ridge, in the town of New Utrecht, and running thence by the most direct route possible through Kings County and partly through Queens County and through the villages of East New York and Wood Haven, with branches to the village of Bath and to Coney Island. The entire length of the road will be about fifteen miles. A committee of prominent gentlemen are now engaged in obtaining subscriptions.

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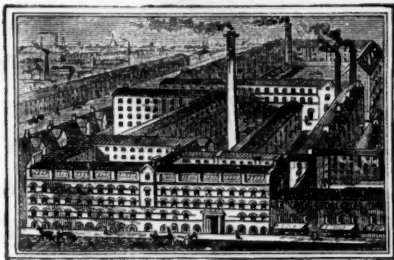
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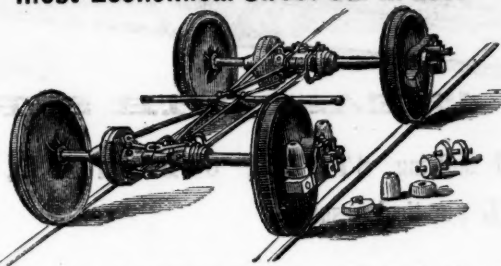
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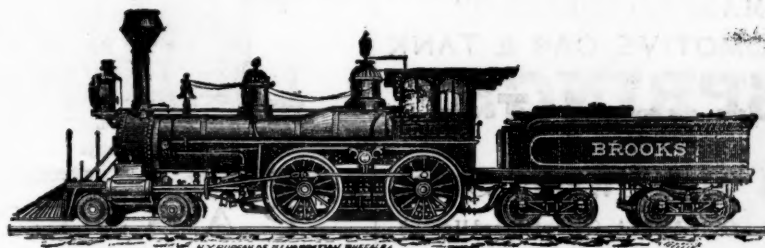
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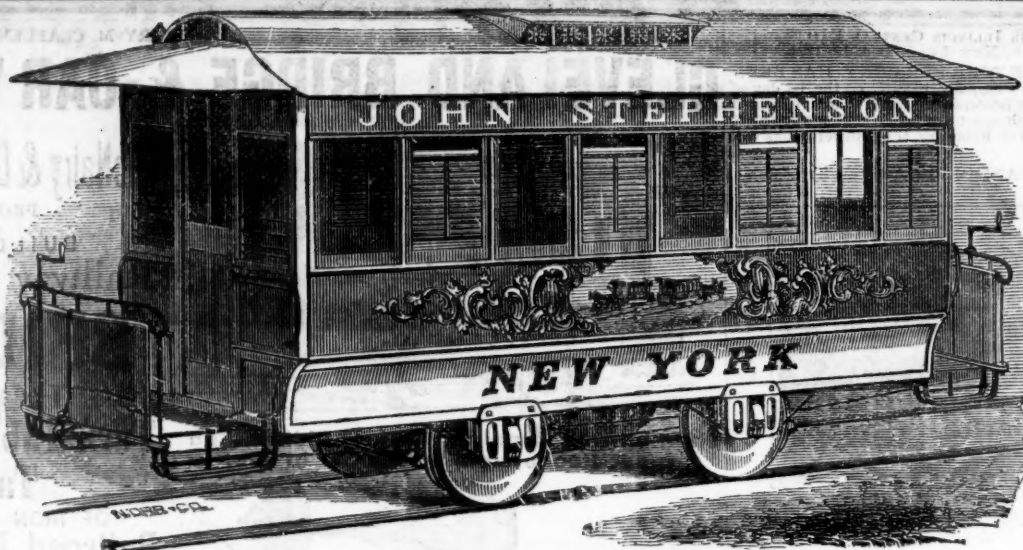
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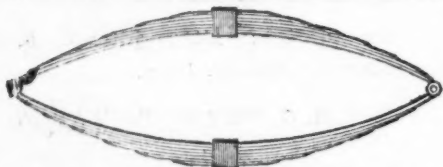
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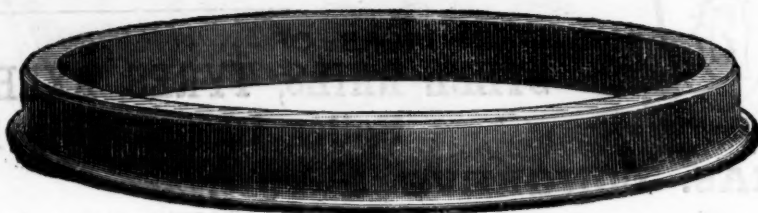
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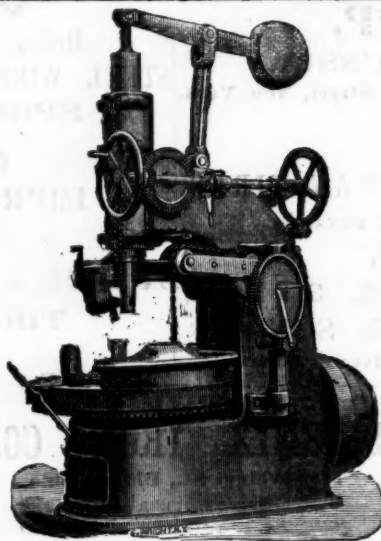
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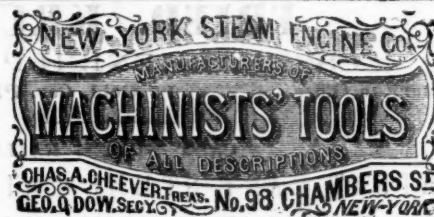
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